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New Discovery

SLEEKER, SPORTIER, PLusher All-new look, but still a real Land Rover

'We've got no desire to upset current owners'
Gerry McGovern



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IMAGE

FIRST VERDICT



New Mégane GT

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12,563bhp drag races

Cars vs bikes (and a giant truck)





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Full story on new Land Rover Discovery



'The Huracán LP580-2 still feels like an urgent, explosively fast car'

Matt Prior, p32



BRITISH, RACING AND GREEN

Jaguar is looking to provide its own in-car electric power source for Formula E, which it believes will be better than the current system used by other teams.

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Why Jaguar's racing return makes sense

JAGUAR'S ENTRY INTO Formula 1 at the turn of the century came in a blaze of publicity, and yet the manufacturer slunk away in 2004 with just two podium places to show from five years of huge investment. The campaign was stymied by political in-fighting and bizarre publicity stunts, such as the time when precious diamonds were fixed to the nosecones of the racing cars to promote the movie Ocean's Twelve.

Now Jaguar – a company transformed since the F1 days – is making a return to single-seater racing in the electric FIA Formula E championship (see p22 and p44). Despite the harrowing experiences of F1, this could prove to be a smart move for them.

Jaguar Land Rover has already laid out how significant a role electric vehicles will play across its brands. Competing in Formula E will provide it with a 'skunkworks' in which to develop technology and knowledge to feed back into future road cars.

Formula E may be some way behind F1 in terms of marketing impact, but flying below the radar isn't always a bad thing.



MATT BURT EDITOR

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VIDEO

Best of 2015

Ken Block and our other highlights of the year



BLOG

Darren Moss

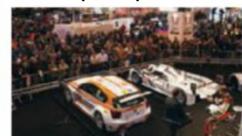
Inside the new Mercedes-Benz E-Class



NEWS

Autosport show

Full preview of January's motorsport spectacular



BLOG

Alan Taylor-Jones

Why McLaren's 570S was my star car of 2015



REVIEW

Ford Ranger

Does Ford's pick-up make sense in the UK?



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THIS WEEK

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New Discovery to be plush but practical

Land Rover's fifth-generation seven-seat SUV promises radical new looks, a significant weight loss and a more upmarket cabin compared with Discovery 4; due late next year

Land Rover is putting the finishing touches to its radical fifth-generation Discovery model ahead of its launch next year.

The new Discovery will feature a lower, sleeker design inspired by last year's Discovery Vision concept and a plusher, more upmarket cabin that will be no less practical or versatile than that of the current model.

The new model will also be significantly lighter than the current car and come packed with new technology when it goes on sale late next year.

The new seven-seat model will crown a family of "a minimum of three" Discovery models, Land Rover design director Gerry McGovern revealed at the recent Los Angeles motor show.

The smaller Discovery Sport is also part of the family, and McGovern left the door open for another Discovery model below that car in size as Land Rover looks to explore new classes and bodystyles in order to cash in on a growing global SUV market that will soon top 20 million sales worldwide.

The new Discovery is set to be underpinned by the same bonded and riveted aluminium monocoque structure used beneath the Range Rover and Range Rover Sport models, two cars alongside which the new Discovery will be built at Jaguar Land Rover's Solihull plant.

This should contribute to a significant weight saving over the 2622kg kerb weight of the current car, which is underpinned by the strong but heavy T5 ladder chassis.

The core engine for the UK and Europe is set to be

an updated version of the 3.0-litre SDV6 diesel found in the current Discovery, as well as the Range Rover Sport and Range Rover models. Hybrid technology would appear ripe for the Discovery, but recent hybrid and electric research projects revealed by Jaguar Land Rover are not destined for production until the next decade.

Later in the Discovery's life, engines from the Ingenium family could find their way into the car, either in current four-cylinder form with mild hybrid systems, or in V6 guise,

if JLR further develops the new modular engine technology, as is widely expected.

Land Rover previewed the next-generation Discovery at the New York motor show in April last year with the Discovery Vision, a concept that McGovern said was "very important in terms of being a benchmark for new-generation Discovery models: the versatility of the car, the seats, the reconfigurability, how you use it inside".

The overall intention is to create a car that's sportier and more modern-looking



than today's car, but no less practical or versatile.

The production model, prototype versions of which are now regularly spied around JLR's Midlands base, stays true to the concept on the exterior at least, with only detail changes at the front and rear ends. The concept's radical, pared-back interior is unlikely to carry over as extensively as the exterior, however.

Despite the radical exterior styling departure, McGovern said there were still "certain guidelines" in designing any Discovery. He said there would always be a stepped roof to accommodate the "stadium seating" for seven people, a visible pillar in the side to break up the mass and optimum proportions to maximise the volume inside the car.

He said the Discovery was being made more premium and would be brought "deliberately closer to Range Rover". He added: "There will be a premium execution in Discovery, more Range →

Discovery Vision concept
previewed the new model
at 2014 New York show



MARK TISSHAW

Will the strategy work?



FOR THE PAST few years, design director Gerry McGovern and other Land Rover executives have spoken of a 'three-pillar' model strategy. Within it, there will be three product lines: 'Luxury' Range Rovers, 'Leisure' Discovery models and 'Dual Purpose' Defenders.

The plan has always looked impressive during presentations, but the only real 'family' seen so far has been Range Rovers. It's been a deliberate decision. "There's been a lot of focus on Range Rover, but you need it to build revenue," says McGovern.

With revenues now up, attention has turned to expanding the Discovery range. The more upmarket Discovery Vision concept of 2014 set the blueprint

for this plusher, sleeker range of Discovery models (something that continued with the Discovery Sport), and McGovern says a more universally appealing design for the next-gen Discovery will increase its chances of success.

McGovern believes that the Discovery name could have as much equity as the Range Rover one in future when there is a full range of models, something he also believes to be true of the next-gen Defender range.

This new Defender family, due around 2017, will ensure that functional Land Rovers won't disappear from a line-up swelling with plush, premium products. "When you have a family of Defenders, you get the stretch back," says McGovern.



SPY SHOT
**NEW LAND ROVER
DISCOVERY**



← Rover-like. But we need to not confuse and get the balance right."

Despite the new design language, McGovern said the new Discovery "wouldn't be polarising". He said that, as much as he loved the current car, it was always seen as specialised in its design and ethos, so the new model would be "more universally appealing, without compromises". He added that he had "no desire to upset traditionalists; the trick is to bring them with you".

McGovern also spoke of the ever-closer ties between design and engineering and making sure the needs of both were met. He hinted that the Discovery would continue to have class-leading off-road

ability but in an altogether more stylish package.

"We won't back off from that capability, but it has to be appropriate and relevant," he said. "We need to be about more than that. It's a killer combination: core engineering technology and truly desirable and bespoke design with our own twist. Design is playing a more fundamental role with engineering. Not design to engineering's detriment, but a collaboration."

In addition to its class-leading off-road ability, the Discovery could also become home to new technology in development at JLR. This includes a laser scanning system that can automatically adjust the suspension and transmission based on the



Styling will be sleeker and sportier than that of outgoing Discovery

road ahead, a 'transparent bonnet' that projects an image of what's underneath the car onto the bonnet and the ability to control the car remotely to park it in tight spaces.

On the subject of a model smaller than the Discovery Sport, McGovern said: "We're not going to make cars any bigger." He added that cars needed to be lighter and more sustainable, with the use of lightweight composites and materials. These are "all things we're developing", he said.

"How small can you go with luxury? You usually think big, but we can go smaller. Can we go below the current Discovery Sport? We probably could. Across the range? Why not? All things are considered."

MARK TISSHAW

No return for Freelander

GERRY McGOVERN HAS ruled out the return of the Freelander name. The badge was dropped when the car was replaced by the Discovery Sport as Land Rover switched to three

model lines: Defender, Discovery and Range Rover. Despite price and style differences between the two models, McGovern says a lot of Freelander owners have bought a Discovery Sport.



History of the Discovery



DISCOVERY SERIES I (1989-1998)

The Discovery arrived in the late 1980s to counter growing SUV sales from Japanese brands such as Toyota and Mitsubishi. The Range Rover had also been gradually pushed upmarket, leaving space for a more mid-market, practical, family-friendly vehicle.



DISCOVERY SERIES II (1998-2004)

The Series II was a heavily overhauled version of the Series I, with Land Rover owner BMW sticking to the formula that had made the first car a success. New engines featured, as did a more practical cabin with improved luggage space.



DISCOVERY 3 (2004-2009)

The third-generation Discovery was all-new, complete with a new look that ditched the external spare wheel at the rear and a new chassis featuring the cabin and engine bay constructed as a monocoque, with the gearbox and suspension built on a super-tough ladder frame chassis.



DISCOVERY 4 (2009-PRESENT)

An overhauled Discovery 3, the Discovery 4 brought with it a whole host of engineering changes designed to improve reliability and refinement. The cabin was made more luxurious, while off-road ability was improved further with a modified Terrain Response system.



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Hyundai eyes fuel cell future

Korean car maker plots bespoke, second-generation hydrogen-fuelled SUV with a 500-mile range

Hyundai's next-generation hydrogen-powered car will be a bespoke design, as the firm bids to challenge the Toyota Mirai for supremacy in the emerging fuel cell market.

Both Hyundai and Toyota put the first mass-produced hydrogen fuel cell vehicles on sale this year, but while the Mirai is a bespoke design, Hyundai's model is based on the existing – and now superseded – ix35 SUV. Hyundai embarked on the project using an existing platform as a result of its pledge to sell a hydrogen car to any customer anywhere in the world and without a lead time of more than three months.

To date, Hyundai has only confirmed that sister brand Kia will launch its own dedicated fuel cell vehicle

in 2020, but it now seems certain that it will be twinned with a fresh launch from Hyundai prior to that.

"We will launch a dedicated vehicle, although it is not clear what vehicle type it will be based around," said Sae-Hoon Kim, Hyundai-Kia's head of hydrogen fuel cell research.

"Developing a bespoke car offers clear advantages. For instance, the larger radiators on a fuel cell car the better, and you can see on the Mirai that they have developed a cooling solution that helps with that scenario."

Speculation suggests that Hyundai will stick with an SUV bodystyle for its car; global sales of SUVs continue to boom, and it would allow the firm to develop a cohesive look for the range of eco-friendly cars it is planning to launch,

the first of which, the Prius-rivalling Kia Niro crossover, was shown last month.

Kim suggested that a target range of 500 miles per charge and a top speed of 110mph were realistic; today's ix35 FCV manages around 375 miles and 100mph.

"Our issue is that all customer feedback says range and boot space are the priorities, but of course a larger fuel tank impinges on boot space," he said, adding that Hyundai was looking to the aerospace industry for further technology learnings.

The ix35 FCV is priced at £53,105, while the Mirai costs £66,000. However, most customers are leasing the cars for business fleets, allowing the cost to be covered in instalments and offset.

JIM HOLDER

Q&A SAE-HOON KIM, HEAD OF FUEL CELL RESEARCH

Why will hydrogen prevail?

"Every solution leads to hydrogen; either you use renewable energy sources to create and store hydrogen, or you use traditional fuels like coal to create hydrogen. Either way, hydrogen is the way to store energy and control supply and demand."



Isn't hydrogen dangerous?

"Something that isn't explosive doesn't produce energy; all fuel is dangerous. But the hydrogen tanks are subjected to extreme safety tests and pass them."

How quickly will fuel cell car technology progress?



"Very fast. In the past 60 years performance has improved 200 times. That rate is increasing. Battery and fuel cell will co-exist, but fuel cell is the best powertrain for larger vehicles."

Hybrid, plug-in and EV Ioniq sets sights on Prius

HYUNDAI HAS ANNOUNCED plans to take on the Toyota Prius with a new electric, hybrid and plug-in hybrid model.

The Ioniq, which was spotted testing earlier this year and is due to be launched next year, is billed as the first model from any manufacturer to be offered with three powertrain options within a single body type.

Hyundai says the Ioniq "breaks the mould" for hybrids.

"As the world's first model to offer customers the choice of three powertrain options, the Ioniq combines class-leading fuel efficiency with a fun,

responsive drive and attractive design – a unique mix not yet achieved by a hybrid vehicle," the company said.

The new model is built on a brand new platform, which is shared with sister brand Kia for the new Niro, also due to be launched next year. Hyundai says the new model's chassis has been optimised to deliver "responsive handling while remaining efficient in each of its three powertrain configurations".

In fully electric form, power is drawn from a lithium ion battery. In plug-in hybrid form,

the electric motor is joined by an efficient petrol engine, while in conventional hybrid guise the petrol engine charges the on-board battery.

While Hyundai hasn't specified which petrol engine will be used in the Ioniq, it is understood that it will be the 1.6-litre four-cylinder unit already used by the i30.

The Ioniq will make its global debut in Hyundai's home market of Korea in January, before heading to the Geneva show in March. The car is set to be on sale in Europe before the end of next year.



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PORSCHE

Volvo XC40 is expected to go on sale in 2017

AUTOCAR
IMAGE



XC40 to lead Volvos small-car push

Compact SUV will spearhead a new family of small Volvo models; new hatch and saloon to come, too

Volvo will launch the XC40 SUV to lead a major expansion of its small car line-up, starting in 2017.

The Swedish manufacturer started revamping its model range at the top end, first with the XC90 and then the S90, but by 2019 the first of those cars will be the oldest model in the company's line-up and its baby cousin, the XC40, could well be the firm's biggest seller.

Volvo boss Håkan Samuelsson confirmed the plan to build a small SUV and extend the '40' range at the recent S90 launch. "We want to build a broader range of '40' cars," he said. "Today we only have the hatchback, but we want more, and with the new technology that we're working on, we will have the means to expand the line-up."

"Highest on my list is a small SUV, because that's where the market is going," he added.

The XC40 will sit on Volvo's new Compact Modular Architecture (CMA), which is being developed in partnership with the brand's Chinese parent firm, Geely. CMA is designed to be premium enough to allow Geely to develop more upmarket products while supporting a more profitable, wider range of Volvo's 40-series models. These will include a successor to the Volkswagen Golf-rivalling V40 hatchback and a small saloon called S40, in effect a rival for the Audi A3 saloon and BMW's upcoming 2 Series saloon.

However, the charge is likely

to be led by the XC40, which has already been spied testing. Development mules based on a jacked-up V40 have shown how much taller the XC40 will be. It will feature an extremely upright stance, making it more of an SUV than the crossover-like Mercedes-Benz GLA and the new Infiniti QX30. It's likely to feature a version of Volvo's new concave front grille, but standard editions will get less sophisticated headlights than the so-called 'Thor's Hammer' LED arrangement that features on the S90 and XC90.

As with the larger Scalable Platform Architecture (SPA), used under the XC90 and S90, CMA will be engineered for comfort more than outright agility. It will get a cheaper rear suspension arrangement than SPA's composite leaf spring set-up, though – most likely a relatively simple torsion beam.

CMA will also be engineered for hybrid powertrains, with Volvo insiders claiming the firm has achieved some "strong solutions" in packaging a small electric motor along with the gearbox. Volvo's head of R&D, Peter Mertens, said: "Small diesels are becoming harder and harder to justify in small cars, because of the costly technologies that are required to make them comply."

That could be a sign that Volvo is considering using a small petrol-electric hybrid powertrain in the cleanest 40-series models – with a set-up based around its new turbocharged 1.5-litre

three-cylinder engine – instead of a conventional turbodiesel. Samuelsson also hinted at this. "I think in the future, and independently of 'dieselgate', we will see some more petrol sales, and of course, more electrification – the mix of a small petrol engine and an electric motor," he said. "We will have it on all of our cars."

The extended line-up of 40-series models will allow Volvo to develop three distinct production sites around the world. The V40, S40 and XC40 will all be produced out of the firm's facility in Ghent, Belgium, while the XC90 and S90 will be made in Torslanda, near Gothenburg, Sweden, and the XC60 and S60 will come out of a new facility in South Carolina in the United States.

JOHN McILROY

SPY SHOTS
VOLVO XC40



Custom Volvos on the way

VOLVO IS LOOKING to launch a bespoke service for customers who want more luxury or unique colour schemes on their cars.

An appetite for high-end

Volvos became clear when First Edition XC90s, priced at £68,000, sold out within 48 hours despite being available in only one colour and trim option. Volvo says it

sees increasing demand from high-end customers who want to customise their cars.

"Work is ongoing to see what opportunities are there," said Iain Howat, Volvo UK's head of product. "If we do something, it would be along the lines of what they do with the Range Rover Autobiography. But we have to get the basics right. There are active discussions and mock-ups based on the Concept 26 interior have been made, which look very close to production."





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Official fuel consumption for the Fabia Hatch range in mpg (litres/100km): Urban 46.3 (6.1) - 72.4 (3.9); Extra Urban 67.3 (4.2) - 91.1 (3.1); Combined 58.9 (4.8) - 83.1 (3.4). CO₂ emissions for the Fabia range are 110 - 88 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. Standard EU Test figures for comparative purposes and may not reflect real driving results. Our CO₂ and consumption values are provisional and are currently under review. Revised values will be published if necessary.

Confidential

THE 'CHELSEA TRACTOR' phenomenon lives on, if sales of the new Volvo XC90 are to be used as a barometer of large SUV sales in Britain. Volvo's Chiswick dealership is currently selling the highest number of new XC90s in the UK, despite its outer-London location.

THE NEW VOLVO S90 will not be launched with an ultra-high-spec limited-edition run, as the Volvo XC90 was. Although all 1927 examples of the £68,000 First Edition XC90 sold out in less than 48 hours, the company said the promotion's success could not be repeated if it was employed for every new launch.



VOLVO UK WILL continue to expand online sales and pop-up stores in shopping centres – but never at the expense of existing dealers, according to MD Nick Connor. "Every manufacturer will go online," he said, "and we've all seen pop-up stores working well. Our industry is about getting in front of customers."

GIULIO PASTORE, Maserati's European general manager, believes the firm must never sell more than 70,000 cars, otherwise it will lose its exclusivity. "That is the upper limit," he said. "We have strict rules we must adhere to – and a brand in the group in Alfa Romeo that can sustain bigger volumes. Maserati must mean exclusivity."

MARUTI-SUZUKI HAS a 52% market share in India, which has a population of more than one billion, and it's aiming to eventually have a garage or dealership every 17 miles. There are around 3000 dealers in India already, some servicing 250 cars a day, and the manufacturer estimates that it builds a new car every 16 seconds.



**AUTOCAR
IMAGE**

Qashqai-sized Seat SUV is due next year; a smaller one will follow

Seat bids to be 'unique'

Chief Luca de Meo wants to find fresh ways to differentiate Seat and its cars

New Seat boss Luca de Meo believes his company has "a historic opportunity" to lift itself away from the Volkswagen-led mainstream and "become a front-runner in some important areas" as a result of the recent upheaval at its Wolfsburg-based parent.

De Meo (right), who took command at Seat barely six weeks ago, believes the recent announcement by group chief Matthias Müller that divisional managements should be more devolved in future may allow Seat to

be a leader in areas such as infotainment, "rather than just living under the same umbrella" as the rest the group divisions. "I have some ideas already," he said, "but they are only ideas."

For now, de Meo is intent on implementing departing boss Jürgen Stackmann's "solid and logical" model and business plans, which are understood to involve introducing two brand-new SUVs. The models will allow Seat access to 80% of the car market, not the current 50%.

De Meo is confident Seat

is close to its long-sought profitability, as a result of "good foundations" laid by his predecessor Stackmann, and Brit James Muir before that.

He believes the existing plan should continue for the next two or three years. "But it is my hope, my dream and my aspiration to find ways



to make us unique," he said. "In most automotive fields, people are learning by

doing at present. This puts us at the same level as everyone else, and we also have access to premier league technology from the wider group."

De Meo also dismissed suggestions that his former Fiat connections might lead him to "do an Alfa Romeo" with Seat.

"When you're talking about branding, benchmarking yourself against someone else just doesn't work," he said. "It means you'll always be second. Our task is to find our own formula."

STEVE CROPLEY

VW Group brands to get more autonomy



VOLKSWAGEN BOSS

Matthias Müller has said he will not allow the emissions scandal to "paralyse the company" but instead use the situation as a "catalyst for change".

Speaking at the firm's Wolfsburg headquarters, Müller (left) reiterated that VW's five-point recovery plan will help to restore the firm's "excellent past reputation".

The plan, revealed last month, hinges on fixing engines affected by the emissions scandal, reducing costs, creating new synergies within

the VW Group and creating a more open corporate culture.

"Our first priority is the technical solutions for our customers," said Müller. "Customers want to know how the manipulations came about. They want their vehicles put right as soon as possible.

"Our second priority is establishing the truth with internal auditing."

Müller said a plan to decentralise the group's structure was always on the cards, but the dieselgate scandal had forced the plan

to be enacted faster than expected. The realignment hinges on the firm's various brands and regions having greater autonomy than before, with the central VW Group focusing more on new strategies and synergies.

The new group structure will begin to be implemented in the first quarter of next year, with the full realignment completed by the start of 2017. More detail about how VW will operate in the future will be revealed next April, when it publishes its full 'Strategy 2025' plan.

LONDON IN EV SHARING SCHEME

A new electric car sharing scheme will be launched in London early next year. It aims to put about 3000 electric cars on London's streets by 2019. Bolloré's four-seat Bluecar will be used in the project, which is similar to one in Paris.



CITROËN RESURRECTS 'MEHARI'

Citroën is bringing back the Mehari name for an new all-electric four-seat convertible, which will go on sale in France next spring. No UK sales are planned for the e-Mehari, which promises a 124-mile range and a top speed of 68mph.





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Official fuel consumption in mpg (litres/100km) for the ŠKODA Octavia Range: Urban 33.6 (8.4) to 72.4 (3.9), Extra Urban 51.4 (5.5) to 88.3 (3.2), Combined 43.5 (6.5) to 80.7 (3.5). CO₂ emissions for the ŠKODA Octavia Range: 147 to 90g/km. Standard EU test figures for comparative purposes and may not reflect real driving results. Our CO₂ and consumption values are provisional and are currently under review. Revised values will be published if necessary.

SLC43 is powered by a 362bhp twin-turbo 3.0-litre V6



OFFICIAL PICTURES 

Facelift and new name for SLK

Mercedes-Benz's new SLC roadster is headed by a twin-turbo V6 AMG model; on sale next spring

Mercedes-Benz's AMG performance car division has resurrected the '43' model designation on a new range-topping version of the SLC, the facelifted version of the roadster previously known as the SLK.

Pictured here ahead of a planned public debut at next month's Detroit motor show, the SLC43 replaces the SLK55 AMG. Power for the heavily reworked rear-wheel-drive roadster hails from the same twin-turbocharged 3.0-litre V6 as that of the S400 Coupé.

With 362bhp and 384lb ft of torque, the new engine delivers 53bhp and 14lb ft less than the naturally aspirated 5.5-litre V8 used by

its predecessor. But while the SLK55 developed its 398lb ft of peak torque at 4500rpm, the SLC43's can be tapped from 2000rpm, suggesting the new model will offer more flexible performance.

The SLC43's 0-62mph time is put at 4.7sec – 0.1sec slower than the SLK55 – while top speed is limited to 155mph.

The SLC43 is fitted with Mercedes' latest nine-speed automatic gearbox, which features five driving modes, rather than the seven-speed AMG Speedshift automatic used by the SLK55.

The move to the smaller-capacity engine has brought about a 2.5mpg improvement in combined fuel economy,

at 36.2mpg, with a CO₂ output of 178g/km.

The '43' model designation was first used in 1997 on the C43 AMG, a performance saloon powered by a normally aspirated 4.3-litre V8.

Other changes introduced on the SLC include a new SLC180 entry-level model. It runs a turbocharged 1.6-litre engine developing 154bhp and 184lb ft, but it isn't coming to the UK.

The SLC200 also receives a new engine, with the previous 1.8 in the SLK200 replaced by a turbocharged 2.0-litre four-pot unit delivering the same 181bhp as before but an added 22lb ft, at 221lb ft.

The SLK250 is replaced by the SLC300, which uses

a higher-output version of the SLC200's 2.0-litre turbo engine producing 242bhp and 273lb ft. No direct replacement for the six-cylinder SLK350 is catered for in the new line-up, which is set to go on sale in the UK next spring.

The sole diesel is the SLC250d. It uses a carry-over version of the 2.0-litre engine used by the SLK250 CDI, with outputs remaining the same at 201bhp and 369lb ft. The SLC250d promises economy and CO₂ figures of 64.2mpg combined and 114g/km.

Styling changes include a new front bumper with larger ducts for improved engine bay cooling, an altered grille and revised

headlights with integrated LED daytime running lights. At the rear, there are new LED tail-light graphics and a reprofiled bumper with integrated tailpipes and a more pronounced diffuser element.

The SLC's folding hard-top has been revised so that it can now be opened without having to manually set the luggage cover in place in the boot. It now operates at speeds of up to 25mph, too.

The SLC retains the SLK's dashboard but features revised instruments, new trims, a larger multimedia screen and a new three-spoke steering wheel, along with changes to standard safety equipment.

GREG KABLE

BMW hints at self-driving concept for centenary

BMW IS LINING up an autonomous driving concept as part of its centenary celebrations next year, head of sales and marketing Ian Robertson has suggested.

At a briefing in London, Robertson talked extensively about the "moral dilemma" of fully autonomous cars – and then hinted that the firm would show new developments in this area as part of its birthday, which falls on 7 March.

"We've reached the 'feet off' phase of autonomy," he said,

"and now we're in the 'hands off' and 'eyes off' phase, but only for brief periods. The next phase will be 'brain off', but while the technology could be there in, say, 10 years' time, other factors probably mean it's 15 years away."

"One of those factors is what you could call the moral dilemma. In a situation where a truck is going to hit your car, what does the autonomous car decide to do: save you by swerving out of the way, swerve into the

path of another vehicle and possibly kill someone, or hit a pedestrian, or does it simply decide that, yes, the truck is going to hit you? We're not ready for that."

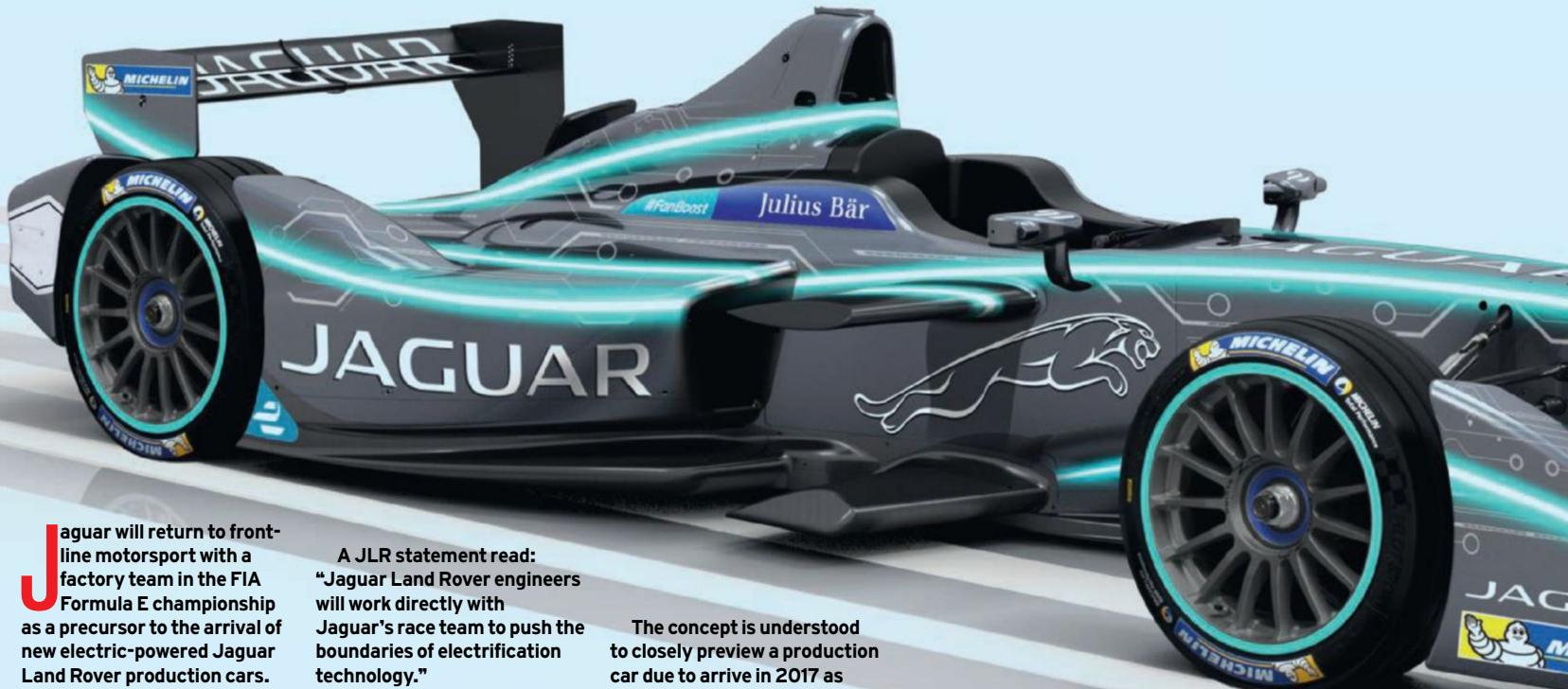
Asked about BMW's preparations for its centenary, Robertson said: "There will be some products we will share. But while we will celebrate a century of being in business, we will predominantly be looking at the century ahead. Maybe what I've been alluding to will be the direction of that."



BMW's autonomous tech is now in the 'hands and eyes off' phase

New electric Jaguar to follow Formula E debut

Jaguar will race in electric Formula E series in 2016 and is tipped to be readying a Tesla Model X rival



Jaguar will return to front-line motorsport with a factory team in the FIA Formula E championship as a precursor to the arrival of new electric-powered Jaguar Land Rover production cars.

The Jaguar team will start racing next autumn in the third season of the Formula E championship. JLR has said the championship "offers a unique opportunity for Jaguar Land Rover to further the development of future EV powertrain, including motor and battery, technology".

A JLR statement read: "Jaguar Land Rover engineers will work directly with Jaguar's race team to push the boundaries of electrification technology."

JLR has not confirmed which of its brands will launch its first electric car or when it will happen. However, Autocar understands Jaguar is readying a radically styled electric crossover for the Paris motor show next autumn and the timing will coincide with Jaguar's entry to Formula E.

The concept is understood to closely preview a production car due to arrive in 2017 as a rival to the Tesla Model X. The styling is understood to heavily reference the C-X75 supercar concept. A range of around 300 miles for the battery-powered vehicle has been mooted, as has a price of around £60,000.

The car is understood to sit on the same aluminium

architecture as the Jaguar XE, XF and F-Pace and have industry-leading electric technology, possibly including in-wheel electric motors.

Jaguar's race team will work with Williams Advanced Engineering, the pair having collaborated on the C-X75 concept car, a plug-in hybrid.

Formula E will act as a live test bed for developing electric technology for JLR vehicles and engineers from the road car side will work closely with the race team.
MARK TISSHAW

Jaguar will replace XJ,

JAGUAR DESIGN CHIEF Ian Callum has confirmed the XJ will be replaced and additional model lines, rather than new bodystyles of existing cars, are being investigated.

Talking about a new XJ, he said: "We're looking at that now, and other things, too – other car lines, additional ones. [We'll] continue to grow."

Callum, speaking to Autocar at the recent Los Angeles motor show, wouldn't be drawn on precisely where the growth would come from but did say capacity issues would stunt

any immediate new models.

"The reality is a capacity issue. It's the biggest restraint," he said.

Jaguar Land Rover's annual sales should reach full capacity of around 650,000 units across its three UK factories once the Jaguar XE and F-Pace models are fully ramped up. A further factory is due to open in Slovakia in 2018 (see separate story, above).

"JLR doesn't want to be BMW or Audi in size," he said. "Chasing volume relentlessly is a problem. We don't have



Jag design boss Ian Callum wants XJ to remain style-led

JLR to build cars in Slovakia from 2018

JAGUAR LAND ROVER has confirmed its new factory will be built in Nitra, western Slovakia, and will open in 2018.

The announcement follows the signing of a letter of intent filed earlier this summer. JLR says it is the first British car maker to open a production facility in the country.

Construction of the new facility will start next year



and the first vehicles will come off the production line in late 2018. The factory will eventually employ 2800 people and forms part of a £1 billion investment by the firm.

The factory is intended to help JLR substantially increase its production. Although the factory will initially have a capacity of 150,000 vehicles per year, that figure could double over time. This would help to take JLR's global output closer to 800,000 vehicles a year.

The plant will build the latest, lightweight aluminium JLR models and is being designed to add to existing plants rather than replace them.



More on Formula E and Jag's racing return p44

says design chief

aspirations for more than a million a year between us. You can lose prestige."

Callum said Jaguar is unlikely to follow BMW or Audi in making multiple bodystyles of the same car but will instead look at adding more model lines.

"We'd like to do more volume of the cars we've got. That's where growth will come from: additional lines," Callum said.

When asked about a model smaller than the XE, Callum said his team

were "continuously talking about a smaller Jaguar" but added there was "nothing planned" for a production model. He also ruled out a return of the XK.

As for the XJ, Callum believes the design of the current car "still stands out on its own. People think it's brand new if they haven't seen it before". He hinted that there was a push within the company to make the next XJ more practical, but he believed it should still major on style.



Tester's Notes

Matt Prior

Mad Max: Fury Road is spectacular, but is it a good car chase?



Finally, the other day I got around to watching Mad Max: Fury Road, while on one of two long-haul flights needed to drive a new car for, ooh, about 20 minutes. I'll come to that another time.

Fury Road is spectacular, no question. I wouldn't argue that it wasn't a no-holds barred, adrenalin-fuelled thrill ride. But it is, in effect, an hour-long car chase to nowhere in particular, followed by an hour-long car chase back again, after which our eponymous hero appears to be considerably worse off than when he started. No wonder he gets his nickname if that's the kind of thing he goes through often, which he seemingly does. About the best thing that happens to him is in the first few seconds, when he stands on a two-headed gecko and eats it alive.

But it's the car chase I'd been looking forward to, having noted that the film received a 97% up-thumbing on the film review aggregation website

There's a reason why car chase purists value films like Le Mans and Ronin above others

Rotten Tomatoes and the trailers were more than 97% car chase. Vehicle chases, anyway. In Mad Max, there's every chance it involves a motorcycle, monster truck or actual truck, too.

No denying, though, it has levels of shock and awe hitherto undelivered by automotive cinematic caper, thanks to real and computer-enhanced action. But is it a good car chase? By which I mean one that's thrilling to watch but that keeps its physics embedded in realism. That is a slightly different



C-X75 and DB10 drifted their way around Rome in 007 film Spectre

question, and one whose answer I'm not quite so convinced by.

It isn't alone. Not so long ago I watched Rush, the Hunt/Lauda race flick. There are some exceptional driving shots, but it couldn't help but get a bit carried away with trying to make a spectacle, too. There's a scene early on where two protagonists take each other out on circuit, and the film cuts to an overhead shot of the two cars spinning with such inexplicable physics that it reminded me of the 1980s computer game Spy Hunter.

And then there's Spectre, the most recent Bond flick, which has two chases of note. One is a synchronised drift-off between a Jaguar C-X75 and Aston DB10, around Rome. The other is on snow and features Land Rovers.

Now, I suppose you shouldn't expect too much from a Bond car chase, but I find it slightly deflating that The Bourne Identity got more out of one chase scene with a Mini and a few old Citroëns than Bond did with priceless concept cars and a plane with no wings.

Look, this isn't a big deal. They're all enjoyable capers. But there's a reason why car chase purists value films like Le Mans and Ronin above others. The human eye is quite skilled at spotting perilous situations and believable physics. Keep those right and, by my reckoning, the spectacular doesn't have to be turned all the way up to 11.

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Official fuel consumption for the Yeti range in mpg (litres/100km): Urban 37.7 (7.5) – 53.3 (5.3), Extra Urban 50.4 (5.6) – 68.9 (4.1), Combined 44.8 (6.3) – 62.8 (4.5). CO₂ emissions for Yeti range are 147 – 118g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. Our CO₂ and consumption values are provisional and are currently under review. Revised values will be published if necessary.

A Week In Cars

Steve Cropley

**MONDAY**

Christmas week doesn't always bring presents. For us, it brings a firm, no-backsliding departure date for our Suzuki Celerio, now with 6000 miles on the clock. Its disappearance may not strike you as the greatest of all tragedies, but this little car has wormed its way into our affections in the best possible way, by underpromising and overdelivering.

For six months, I have enjoyed boasting about this car's top-value pricing and spectacular fuel economy. It'll be a long time before another petrol car on our fleet delivers 60mpg-plus without trying, and it can take you on a 75mpg journey any time you're willing to conduct it with a bit of care.

TUESDAY

To Jaguar Land Rover's engineering nerve centre at Gaydon, near Warwick, to meet chief engineer Nick Rogers and discuss the company's much-anticipated announcement – via a new Jaguar entry in Formula E racing – that in the next few years' time it will launch a range of battery electric cars for the showroom.

Jaguar people must have done plenty of soul-searching

Two warring phone bidders propelled a concours-winning XK150 to £425,000

before entering another single-seater racing code, given how poorly they were rewarded in Formula 1 in 2000-2004. But the cost/benefit thing is very different this time; Formula E is working well and carries all the right references to the road cars of the future. JLR has an experienced partner

in Williams, already busy at the heart of the action. Rogers is hugely enthused about the project. Who'd have expected, even a couple of years ago, that we'd see an electric Jag single-seater racing through Battersea Park? Not me.

THURSDAY

Since chatting to Jaguar's former chief test driver, Norman Dewis ('Flat out at 95', 9/16 December issue), I've become obsessed with affordable Jaguars, spending all available time with my nose buried in the Pistonheads classifieds. The car that attracts is the XJ12 Series III, whose Pininfarina-modded shape makes it look wonderful. And they're still affordable. But could I cope with 12-15mpg in this day and age? Probably not.

And another thing...

Will Palmer, Jonathan's second son, took a superb victory in this year's McLaren Autosport BRDC young driver competition. Insiders say his emphatic victory promises a stellar career.



A Jaguar XJ12 is tempting, but not the thought of 12-15mpg economy

FRIDAY

My biggest hope for 2016 has to be that sensible ways will be found through the Volkswagen 'scandal'. I know a small element of the company's management has grievously betrayed our trust (will those miscreants ever be identified?), but 600,000-plus VW employees feel betrayed, too.

Thinking of ways to bankrupt their high-achieving firm – especially when 'affected' cars are functioning as well as they ever did – strikes me as fatuous in a season of goodwill. Surely, it'd be more sensible for testing authorities to forget retribution and work harder at devising realistic and foolproof procedures for the future.

SUNDAY

Arose early and presented myself at Bonhams' classy Bond Street auction. Star of the show

was probably Donald Healey's personal 1953 100S Coupé, a one-off, which sold at an eye-watering £639,000, £200k more than the estimate. My own favourite, a Frazer-Nash BMW 328 owned by band leader Billy Cotton, went for £617,000.

However, I'll always remember this sale for what auctioneer James Knight described as "a classic flier": the extraordinary sale of a concours-winning Jaguar XK150 drophead, estimated at £100k-£120k, which two warring phone bidders propelled to £425,000. At one stage Bernie Ecclestone, seated in the front row, took an interest, but he sensibly dropped out. The irony for me was that the event became a macho tussle between unidentified phone bidders; having won, the new owner wasn't even able to collect the usual post-sale kudos.

steve.cropley@autocar.co.uk

@StvCr

FIRST DRIVES

This week's new cars



QUICK FACTS

PRICE £25,000 (EST)
ON SALE SUMMER 2016

Renault Mégane GT Energy TCe 205

9.12.15, Portugal With stylish looks, premium aspirations and a Renaultsport-tuned GT model, the Mk4 Mégane promises to give the likes of the VW Golf more of a run for its money this time around

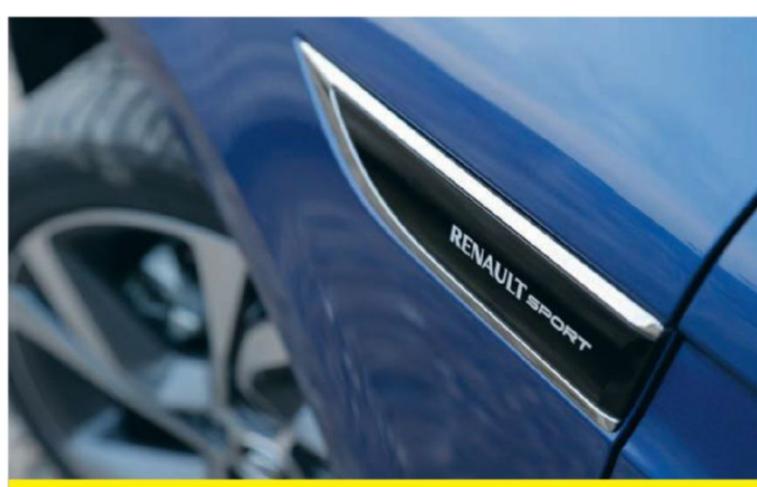


This fourth-generation version of the Renault Mégane is pitched directly at the likes of the Volkswagen Golf and Ford Focus, so whichever way you cut it, the new five-door hatchback is going to face stiff competition.

To succeed, it needs to be a significant step up from its predecessor, which has been around since 2008. As such, this Mk4 version is no gentle overhaul badged an all-new car. Underneath, it sports the Renault-Nissan Alliance's new CMF platform, as found in the recently launched Renault Kadjar. Allied to it are MacPherson struts up front, a torsion beam set-up at the back, disc brakes all round and electrically assisted power steering.

Power for the new front-wheel-drive hatch comes from a range of modern turbocharged petrol and diesel engines, some of which are offered with dual-clutch automatic transmissions. On the cosmetic front, the exterior styling reflects that of Renault's more recent offerings, and you'll find a modern interior that's reputedly made from finer materials. The equipment list has also been overhauled and now features upmarket options that include a new infotainment system. Exact prices and specifications have yet to be confirmed, though, because we're driving the car some six months before it's due in the UK.

Our first taste of the new range →



Renaultsport's fingerprints can also be found on this model's engine and suspension

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When it comes to high performance, Porsche and Michelin share the same passion for perfection. So when the uncompromising Cayman GT4 needed a new level of contact with the ground, Porsche and Michelin worked shoulder

to shoulder to craft, test and finally codevelop a truly exceptional high performance tyre. It's simply the latest chapter in more than fifty years the pair have spent together pursuing excellence on the road and in motorsport. No wonder that Michelin has been selected by Porsche as its strategic partner for tyres.



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← was in this flagship Mégane GT. It's Renaultsport's first interpretation of the new car and packs a host of upgrades that extend far beyond the cosmetic. Up front, you'll find a derivative of the powertrain found in the Clio RS 200 Turbo. The turbocharged 1.6-litre petrol engine produces 202bhp and 207lb ft and drives the front wheels via a seven-speed EDC dual-clutch automatic gearbox. Renault claims a 0-62mph time of 7.1sec and a top speed of 145mph.

The GT benefits further from Renault's 4Control active four-wheel steering system, launch control and a new 'multi-change-down' feature for the transmission. When braking, this means that you can skip multiple ratios in one hit, rather than having to work your way sequentially through them. The GT also features Renaultsport-tuned suspension, a faster-acting electrically assisted

steering rack, bigger front discs and twin exhausts.

Initially, the Mégane GT proves to be a charming car. There's an air of quality to it, imbued by crisp lines, accurate panel gaps and doors that close with a solid feel. Similarly, the smartly styled interior, trimmed with soft-touch materials in key places, lends the GT a high-end feel.

This positive impression continues to build when you're on the road. The car is quiet, with only a little wind flutter from the A-pillars at motorway speeds, and it's comfortable, with plush, supportive seats. Visibility is good, it's simple to position the car on the road and its kerb-to-kerb turning circle of 10.4 metres undercuts that of many rivals.

However, where it all goes a little south for this GT model is with its handling and performance. Although its steering has adequate heft and precision and is a snappy

2.3 turns lock to lock, there's precious little extra weighting in faster corners. There's not much feedback, either, resulting in a numb, disassociated feeling.

At lower speeds the 4Control system permits the front and rear wheels to turn in opposite directions, in effect pivoting the car and improving agility. At higher speeds the wheels steer in the same direction, bolstering stability during lane changes. It's a great benefit on the motorway, but on slower, more challenging roads the GT's tail-steering effect can be too rapid, pronounced and disconcerting, making the car's responses harder to judge.

However, there's plenty of grip at the front end and the body's movements are controlled well, although many drivers may find it softer than expected. Stopping power is decent, but a lack of pedal feel and

well-defined bite detract further from the GT's focus.

A performance hatchback needs to have a suitably willing and evocative powertrain if it's to be a true success, but the Clio RS 200's turbocharged 1.6-litre engine and EDC transmission have never been particularly well received. Little has changed, so it remains similarly ho-hum here. The key gripe is with the EDC gearbox. Driven gently, it unobtrusively shuffles through its ratios and is rarely annoying. Push a little harder, though, and it can hesitate, slur or intermittently shift far harder than you might expect. Its inconsistency soon grates, and sluggish manually commanded shifts will irk those expecting Volkswagen DSG-like responses.

We can't fault the launch control system, though. In Sport mode, stand on the brake, pull both paddles, pin the accelerator and release the →



There's enough space for 6ft passengers in the rear, but reckon on only two abreast for adults; the GT, as befits its name, proves a quiet and comfortable high-speed cruiser



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◀ brake and you're granted repeatable, controllable and swift standing starts. Traction is good, but you do get some torque steer following hefty throttle applications on undulating or rougher surfaces.

The engine doesn't sound all that good, either, particularly when approaching the 6400rpm redline. It has a coarse nature to it at higher crank speeds, curtailing your inclination to explore the upper rev range. It has a pleasant enough warble in the mid-range, but it's far behind the likes of a Focus ST in terms of aural appeal.

That said, it puts down pretty decent numbers. A torque output of 207lb ft isn't much compared with many 2.0-litre alternatives, but the Mégane pulls eagerly in gear and otherwise feels suitably sprightly. Four driving modes are offered, allowing you to adjust aspects that

include the accelerator response and steering weight, and there are noticeable differences.

Of course, hatchbacks must also be practical, and the new Mégane has a lot in its favour. It's easy to get comfortable thanks to a wide range of adjustments, spacious footwells and a wide cabin. There's a rest for the driver's left foot, too, improving comfort over longer distances, and a customisable digital dashboard relays with clarity what's going on.

In the back, there's plenty of room and even 6ft passengers won't struggle. That said, there's only really seating for two adults abreast, and those in the rear will have their forward view dominated by the towering fixed headrests on the front seats. There's better news when it comes to the boot. You have to overcome a bit of a lip when you're loading luggage into it, but it offers a

lot of space. At 384 litres, it's bigger than a new Vauxhall Astra's boot, and just bigger than a Golf's. As standard, the seats split and fold 60/40.

Our car was also fitted with Renault's new 8.7in touchscreen infotainment system, which will be offered as an option outside of the higher trim levels. It looks smart and the media, navigation and configuration functions all work well. However, we found it occasionally unresponsive, which isn't ideal when driving. At least Renault has retained conventional temperature control dials.

Renault claims the Mégane GT will return combined fuel economy of 47.1mpg, which, in conjunction with its 50-litre fuel tank, will grant a range of more than 500 miles. Even if you were to average only 30mpg, you would still be able to travel a sensible 330 miles between fills.

All in all, it's clear that the new Mégane has a lot of potential. Here is a hatchback that is comfortable, quiet, well built and easy to drive. However, in this particular specification, it's not at its best. The sluggish gearbox, uninvolved steering and harsh engine will put off those seeking something with a bit of an edge. It's a great candidate for further Renaultsport fettling, though.

Nevertheless, a buyer seeking an everyday hatchback with a sporting appearance and decent performance could find this Mégane a gratifying package. Renault expects this version to cost upwards of £25,000, though, putting it into contention with rivals that are more involving, powerful and aurally pleasing. Top of that list of rivals is the 247bhp Focus ST, which starts at £22,495.

LEWIS KINGSTON



GT gets an 8.7in touchscreen to control its infotainment system as standard; turbo 1.6 feels peppy but sounds coarse at higher revs



RENAULT MÉGANE GT ENERGY TCE 205 EDC

New Mégane shows promise, but the performance-focused flagship will leave enthusiasts wanting



Price	£25,000 (est)
Engine	4 cyls, 1616cc, turbo, petrol
Power	202bhp at 6000rpm
Torque	207lb ft at 2400rpm
Kerb weight	1392kg
Gearbox	7-spd dual-clutch automatic
0-62mph	7.1sec
Top speed	145mph
Economy	47.1mpg (combined)
CO ₂ /tax band	134g/km, 21%



Lamborghini Huracán LP580-2

8.12.15, Qatar Lamborghini looks to purify the Huracán experience with a rear-wheel-drive model

It's two-wheel drive. That, beyond all the other changes made to create the Lamborghini Huracán LP580-2, is the most important thing to note. Power no longer goes to all four wheels but to the rears only.

This is important because the regular Huracán, the LP610-4, is a fine car but one whose balance is dictated too much by its nose. It understeers quite a lot because Lamborghini wanted it to be a straightforward car to drive. Few vices, then, but too little balance.

You could argue that the same is true of its big brother, the regular Aventador, which is why Lamborghini created an SV variant of that car. Think of the LP580-2 as the Huracán given similar 'serious driver's car' treatment. With this two-wheel-drive Huracán, Lamborghini's people say they "turned our most technological car into the purest fun-to-drive machine".

We'll come to that in a moment. First, making the Huracán correct-wheel-drive has brought with it some other necessary changes. With the

loss of the front driveline, the car is 33kg lighter, shifting the weight balance rearwards, to 40% front, 60% rear, rather than 43/57.

That has necessitated adjustments to both aerodynamics and suspension, especially when you factor in a desire to give it more front-end bite. There's more front downforce, while the front anti-roll bar and springs are, combined, 10% softer, to help put weight on the nose and increase agility on turn-in.

The rear suspension is only changed to balance the tweaks at the front, while the steering has been tuned and, unencumbered by power, is said to make the car feel more responsive. Dynamic steering – which changes ratio depending on speed and inputs – is optional.

Engine and gearbox stay the same, but power from the 5.2-litre, naturally aspirated V10 drops from 602bhp in the regular car to 572bhp here, made at 8000rpm, not 8250rpm. Lamborghini says it overwhelms the rear wheels less but also concedes that it's kinder on the transmission.

And, oh, how turbochargers have spoilt us for torque. The turbocharged Ferrari 488 GTB has some 561lb ft at 3000rpm. This Huracán gets a mere 398lb ft and you'll have to wind the motor to 6500rpm to access it. So if you're to make good progress in a Huracán, you'll have to want to. Won't you?

Well, not really. Despite a minor power loss, it still feels like an urgent,

With nearly 600bhp and only the rear wheels to deploy it, the LP580-2 is rather throttle adjustable



Huracán LP580-2 is 33kg lighter than LP610-4, with a greater rearward weight bias



Extravagant, eccentric cabin is unchanged from that of the Huracán LP610-4; each of the three driving modes gives a distinctly different chassis balance



With the ESC switched off, the LP580-2 is gloriously adjustable; V10 has been detuned to 572bhp to give the rear tyres and transmission an easier time



explosively fast car. Mostly that's because it is; a 3.4sec 0-62mph time from a two-wheel-drive car is quick in anyone's language. Partly that's down to what a turbocharged engine can't replicate: instant throttle response at any revs. The way the Huracán delivers its power makes it feel incredibly alert.

But it's in the handling where the LP580-2's transformation has come.



Brakes work well enough on the track

It still pushes on in some chassis modes – of which there are three – but, you'll not be surprised to learn, with nearly 600bhp and only the rear wheels to deploy it, it's now rather throttle adjustable. Goody.

The modes, then. In Strada there is still notable understeer. In Sport the magnetic dampers (optional but fitted) stiffen, but only a touch, and the car is allowed to lean on its nose, turn sharply and generate notable oversteer, more than in any other mode. It's the one Lamborghini makes the biggest fuss about when telling you how driftable this car is. It's curious, then, that the stability control, even if you've switched it out, still intervenes quickly.

Only in Corsa, which firms the dampers again and returns the car to a more neutral natural cornering stance, can the ESC be turned off completely. The engine is also allowed to bang into its rev limiter.

Turning the ESC off releases the LP580-2's full potential. If you give it a bootful, it quickly adopts an easy-going, adjustable angle, with great

body control on the way in and out of the slide. It's odd that it'll only do that in Corsa, though, as if it's holding something back in the other modes.

Driven quickly on a track, without trying to provoke the chassis, those three balances – oversteer, understeer and neutral – are there, with correspondingly better levels of body control. Road impressions will have to wait. Elsewhere? Standard Huracán stuff: great gearbox, good enough brakes and an interior that has been left well alone, meaning that it's extrovert by most standards.

When UK cars arrive, they'll cost around £160,000, which is a chunk cheaper than the LP610-4. I'm sure this is the more satisfying car.

However, it's still difficult to shake the feeling that the Huracán has yet more to deliver, like Neo in the Matrix before he believes: "You've got the gift, but it looks like you're waiting for something." The good news is that its time might yet come. But for now, the LP580-2 is as good as the Huracán gets, and it's not half bad.

MATT PRIOR



LAMBORGHINI HURACÁN LP580-2

A better-balanced and improved Huracán, but it still feels like a car with more potential to unleash



Price	£160,000 (est)
Engine	V10, 5204cc, petrol
Power	572bhp at 8000rpm
Torque	398lb ft at 6500rpm
Gearbox	7-spd dual-clutch automatic
Weight	1389kg (dry)
Top speed	199mph
0-62mph	3.4sec
Economy	19.8mpg (combined)
CO ₂ /tax band	278g/km, 37%



OUT TO

START

AUTOCAR



LAUNCH

A variety of seriously quick machines go up against each other in a series of drag races to see what comes out in front. **Matt Prior** mans the stopwatch

PHOTOGRAPHY LUC LACEY

Pirates of the Caribbean didn't start life as a huge film franchise, as you might know. At first, it was just a Disneyland theme park ride – a few-minute thrill whose name and vague theme, decades after its launch, someone concocted a plot around and threw Johnny Depp into.

Similarly, this story didn't start out as a magazine feature at all. Instead, it began life as a series of drag races that we videoed. Then someone said: "You know, we should probably tell people a bit more about this." And thus the audio-visual few-minute

thrill has become the feature you see on these pages.

The idea behind it was straightforward enough, though: take some quick road cars, superbikes and other wild cards and put them up against each other in a series of drag races, hopefully matching vehicles of similar accelerative ability. We'd line them up and, a quarter of a mile later, see if we were right.

In many cases, we were able to put our GPS data-logging hardware on the machines, but sometimes we were not. Where we have data, we've published it. →



RACE 2

FERRARI 458 SPECIALE VS NISSAN GT-R VS MCLAREN 650S



TWO UNUSUAL THINGS here: we found a standard Nissan GT-R and an owner of a Ferrari 458 Speciale who was prepared to give it the absolute beans down a runway. All three cars have launch control and, by gum, all three were prepared to take advantage of it.

On paper, the 641bhp McLaren should have the measure of both the 542bhp GT-R and the 597bhp Speciale, but it's the Nissan that gets off the line first – probably no surprise, given that it has four-wheel drive and the others, despite their engines being in the middle, do not.

Of the superscars, the McLaren gets away better, thanks to some turbocharged oomph, and it stays that way. In fact, it doesn't just get away better than the Ferrari; the McLaren quickly overhauls the GT-R, too.

At the line, which the McLaren crosses 10.8sec after getting away, it's holding a half-second advantage over the other two, which finish more or less together, both at a little over 1sec. The GT-R is a touch ahead and travelling at 124mph, but just another few yards and the Speciale would have had second.

RACE 1

LITCHFIELD NISSAN GT-R VS RACE BIKE

AS CAR VS BIKE challenges go, this is a pretty senior one. Litchfield Imports has spent nearly 20 years importing, modifying and tuning mostly Japanese cars, and the Nissan GT-Rs that it modifies can run more than 1200bhp.

The RC Express Racing Kawasaki ZX-10R of Ivan Lintin, meanwhile, is a sub-200kg road-racing superbike that makes a bit over 200bhp.

Lintin is in charge of his own getaway. There's no traction control, so he must

feed out the clutch and keep the front wheel on the deck as best he can, but he can give it full throttle from second gear.

Litchfield's gaffer, Iain Litchfield, has to worry less about wheelies and more about the drivetrain. On his first go, the ECU, it turns out, is set up to give more turbo boost the longer you hold launch control and, after a too-long pause for the lights to change, it lurches a driveshaft. Litchfield thought it might, so he has brought a spare.

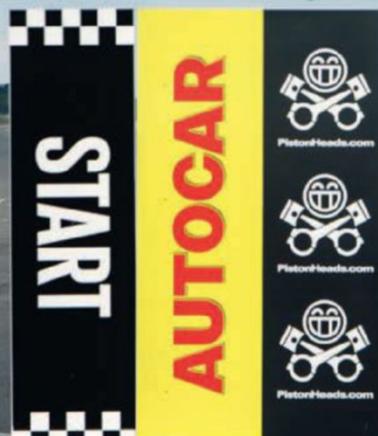
Half an hour later he has swapped it and is ready to go again.

With the GT-R's torque limited to save the transmission, the bike gets away narrowly ahead, but when the car shifts into fourth gear, torque becomes unlimited and it spins up all four wheels. Which is quite a sight, although not one Lintin sees, because he's still ahead. At the quarter mile, the bike nips it, but the GT-R – 10.3sec at around 170mph for the standing quarter – is gaining.



RACE 3

ARIEL ATOM 3.5R VS RALLYCROSS CITROËN DS3 VS RACE BIKE



THIS IS ONE of those that only ended up going one way. We enlisted 'Big Jim' from upstairs at work, who has recently spent some savings and a PPI payout on going motor racing on a 1998 Yamaha R1 superbike. He hopes to take it to the TT within a couple of years.

Trouble is, it isn't set up for standing starts, and an Ariel Atom 3.5R, with a supercharged Honda engine making over 300bhp and a sequential gearbox with pneumatic shifts, pretty much is. It'll do 0-60mph in around 3.0sec dead on RAF Alconbury's concrete runway.

Even that, next to Liam Doran's FIA World Rallycross car, is tardy. His Citroën DS3 – with the best part of 600bhp, four-wheel drive and launch control – hits 60mph in less than 2.0sec.

The explosive start gives Doran an advantage that the other two – Ariel second and Big Jim third – can't quite overhaul. But Jim is having the time of his life anyway.

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RACE 4

PORSCHE 911 TURBO S VS DODGE CHALLENGER SRT HELLCAT VS NISSAN GT-R

WITH 707BHP AND 650lb ft, the Dodge Challenger Hellcat ought to be quite a thing – even though this one, sourced from an early UK adopter, runs an automatic transmission.

No apologies, then, for putting it up against two of the most accelerative production cars we could think of: the Porsche 911 Turbo S (which can hit 60mph in around 3.0sec and a standing quarter mile in 11.0sec, even on a poorly surfaced runway) and that standard GT-R again, partly because putting a GT-R into a video increases the number of people who'll watch it by about 50%.

The 911 and GT-R – identical on power – are the more competitive pair.

The 911 gets away better, because it's lighter, because of where its engine is and because it has the most spectacular launch control system known to motordom. It's an advantage that it never gives up, but the GT-R is only a couple of tenths behind.

In fairness, the Hellcat – despite its whopping power advantage – doesn't stand much of a chance. Yes, it has launch control, but it can't get its power down cleanly enough to match the four-wheel-drive vehicles, and it never makes back the disadvantage. However, a 12.2sec standing quarter mile time on this surface is pretty good going for a rear-drive V8 brute.





RACE 5

PORSCHE CAYMAN GT4 VS BMW M4 VS BMW i8 VS LEXUS RC F

ANOTHER V8 REAR-DRIVE brute here in the form of the BMW M4, and another slightly foregone conclusion on that front. If you want the fastest-accelerating BMW sports car of the moment, look instead to the i8.

On paper, the M4 should be a 12.3sec car over the standing quarter mile and the i8 a 13.3sec car. But those are in the optimum conditions and surface of our road tests. Out there on the concrete, the M4 can't compete with the four-wheel-drive i8, which can match its 0-60mph time of 4.5sec every time (until its batteries run out), whereas the M4 can't get near its 4.1sec time.

Advantage, then, to the i8, which also retains a tiny advantage over Lexus's rear-wheel-drive RC F. The Lexus doesn't have launch control but, driven skilfully by our tame racing driver, makes an extremely good fist of things.

But the Porsche Cayman GT4 is barely capable of being beaten in any arena and, despite having no launch control, takes advantage of its engine's behind-driver location to make the best of what traction it has. It's a 4.6sec-to-60mph car in ideal conditions and just about is here, too, nipping through the standing quarter mile in 13.0sec – just ahead of the i8, from the Lexus, from the M4.





RACE 6

RANGE ROVER SPORT SVR VS RACE TRUCK

DAVE JENKINS' CURRENT racing truck makes around 1150bhp and weighs 5.5 tonnes. And like the Litchfield GT-R, the first time he tries to get it off the line quickly – which is not something it's set up

for because race trucks have rolling starts – something breaks on it.

Jenkins doesn't have a replacement part, so he opts for the next best thing: a supertruck from about a decade ago, when race trucks were bigger

of budget and rortier of engine. It weighs only five tonnes and has a full 1500bhp. Game on.

We put it up against the trickiest thing we could find: a Range Rover Sport SVR, which makes 542bhp and tipped our scales at 2335kg when we weighed it. In terms of power to weight, then, the supertruck ought to have it.

However, the Range Rover just gets away better, because it weighs less than half as much as the truck, so even though the truck can do a 13.6sec standing quarter mile, the car can do the same in 12.8sec.

A narrow advantage, then, to the car, but the sight of Jenkins drifting the truck around at the end of the quarter mile is one that'll live with us for a long time.



RACE 7

BMW X5 M VS JEEP GRAND CHEROKEE SRT-8 VS PORSCHE CAYENNE TURBO



YET MORE TRUCKNESS, of a fashion. BMW's X5 M plays the Jeep Cherokee SRT-8 and a Porsche Cayenne Turbo.

My money is on the Porsche because, well, it's a Porsche, but the power outputs suggest otherwise: that the Grand Cherokee, with its 470bhp 6.4-litre V8, will be behind the 542bhp Cayenne, which will be behind the 567bhp X5.

I'll be honest: this one goes to form. The Jeep, for all of its noise and goodness, is slowest off the line and stays that way. The Porsche puts up a better fight against the BMW, but the X5 gets away slightly faster and then holds its advantage. If you want the fastest SUV off the lights, the X5 M is it. □

HOW TO BE A QUARTER

There's only one way to follow those drag races: with specialist action on the strip. But how do you drive a proper dragster and what's it like? **Mark Tisshaw** finds out



Don't yank the wheel. Tell me how that works out for you if you do..." The message from Doug Foley, former drag racer turned drag racing tutor, is plain: if I make too much of an impression on the steering wheel of the dragster I'll shortly be driving down the Las Vegas Motor Speedway strip, the ambulance crew at the end of it should cancel any dinner plans.

I'm in Vegas to be taught by Foley and his team how to be a drag racer, keeping that wheel straight and all. It's an experience he's offered through his company, Pure Speed, at the speedway since 1999 after an eight-year professional career as a top-fuel drag racer ended.

Foley's dragsters are entry-level cars in the drag racing fraternity but look more than grown-up enough when I clap eyes on one under the speedway lights for the first time. Well, after

my eyes have stopped watering from the fuel being burned off from the big boys in the top-fuel and funny car dragsters doing practice runs, some breaking the 4.0sec barrier for the quarter mile at speeds of more than 320mph. My eyes might recover, but my ears are still ringing. Thank heavens for the ear defenders.

Anyway, Foley's more 'sedate' cars are purpose-built to a 4.5-metre-long wheelbase specification, power coming from a water-cooled 500bhp 6.6-litre V8 that revs to 7500rpm. The car weighs just 680kg and should be capable of the quarter-mile run in around 10.0sec at a speed of 130mph across the line. That's more than fast enough for me.

There's remarkably little science involved in driving one. There are two pedals: an accelerator for your right foot and for your left a brake, which I'm advised against using because it will unsettle the car. Hmmm.

The car feels light. It's moving around a lot and I have to touch the wheel. It's unnerving

The transmission is a self-shifting electronic two-speed unit. So when you're on the start line, you floor it and go. And don't touch the steering wheel. "Just assume it will go straight," says Foley. "Don't anticipate something that's not happening."

Sounds simple enough. Before it's my turn, I hop in for a passenger ride with a chap mysteriously called 'Dale Superstar' to be a fly on the wall in a slightly larger and more powerful two-seat version of one of Foley's dragsters.

First up is the so-called 'burnout' as you approach the line. Water is sprayed on the track and you slowly drive through to get the massive 32in slick rear tyres coated. Then you floor the throttle for two seconds, the tyres first spinning as if driving on ice before they start smoking. Just as they bite and get traction, you back off and approach the line.

What I feel next, as Mr Superstar reacts to the lights, is something best described using keys on the keyboard that aren't between A and Z. Things like '&%£*!*' and '!*&^^@'. What that roughly translates to is that it's rather quick off the line.

The reason the tyres, now hot, can instantly grip is because the whole drag strip is coated in glue. The hot tyres melt the glue and make it sticky, so

MASTER



they grip. The car bites into the track and you can actually feel the torque pushing you forwards faster than your body and mind can comprehend.

My body catches up with me again back in the pits, then it's my turn. Being strapped into a dragster is a more intimidating experience than in a regular racing car. There are high sides and no mirrors, so you've got no idea what's going on around you with reduced peripheral vision.

I'm called forward to perform a large U-turn and approach the puddle to coat my tyres ahead of the burnout, edging it forward on the creep mode in the transmission. So by the time the tyres are wet and the burnout is about to start, I still haven't touched the throttle. The first time will be full throttle in the burnout.

This goes surprisingly well. The wheels spin, of course, but the instant you feel them bite, instinct kicks in and you back off anyway. That brief bite is still enough to throw me back against the seat, though.

And so to the start line. I creep forward to trigger the start sequence, and when the third yellow light comes on, it's time to floor it. Phwoar. Normally when you floor it in a road car, no matter how fast it is, you still feel like you are driving it. This is the



first thing I've driven, on first impressions at least, that feels like it is driving me...

I back off after 330ft before returning for run two, which goes to 660ft. I feel in control this time, knowing what to expect, driving the car again. The apprehension is replaced by a huge smile.

To the third and final run, the full quarter of a mile. Foley gave a polite warning earlier about this run: "After you're past the grandstand on the full run, the wind comes in. If you've not done it before, it can scare the hell out of you." Only he didn't quite say 'hell'.

He's not wrong. It's another good start, and then I go past that grandstand. At this point the car feels light. It's moving around a lot and I have to touch the wheel slightly. Touch, luckily, not yank. It's unnerving, and I think to myself that I might have backed off the throttle ever so slightly.

The times confirm it: I'm as fast as anyone off the start line, but across the finish line I'm 6mph down on the best, at 124.24mph, in a time of 10.655sec. Others in the same car were going sub-10.0sec. Still, that'll do for me. The dragster was one of the most exhilarating things I've driven, but it was also at times the scariest. For once, I'm glad to go back to the day job. **A**

BRITISH, RACING AND GREEN

Jaguar is looking to promote its eco credentials with an assault on next year's Formula E championship. **Steve Cropley** asks what it will mean for its road cars

In the days before Bernie Ecclestone, when motorsport ran on shoestrings, its supporters justified new investment in racing by claiming it "improved the breed" of road cars.

They were right. Disc brakes, aerodynamics, engine management, materials technology and driver safety all made big strides in racing and rallying, and road cars benefited greatly. Then everything changed: Formula 1's rules and technology became focused in a way that started to exclude most road cars. Meanwhile, with their low-profile tyres, self-levelling suspension, advanced diesel engines and suites of driver aids, road cars found their own path away from racing.

Until now, that is. Suddenly, the union between road and racing is back with a bang, following Jaguar's bombshell announcement of a pioneering foray into Formula E next year that shows how new-tech racing can have relevance to the modern strain of production cars.

JLR chief engineer Nick Rogers used his announcement of Jaguar's racing return to confirm that electric vehicles would "absolutely" play a role in Jaguar Land Rover's future product portfolio, while refusing to say when these production vehicles would be launched, or whether an electric Jaguar would beat an electric Land

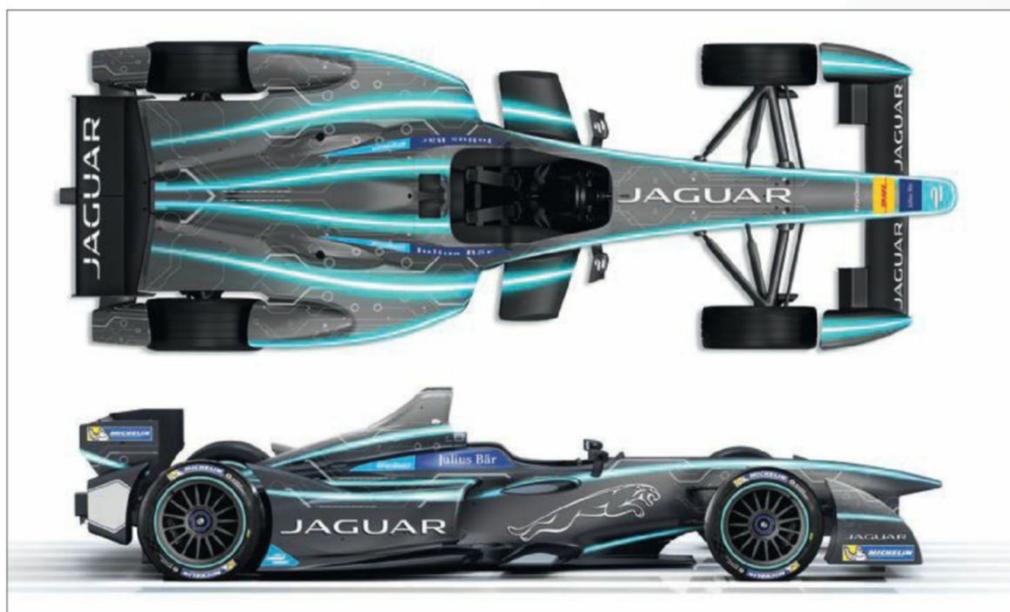
Rover into the showrooms. The fact that the Formula E racer is a Jaguar and not a Land Rover is "not significant", he says.

However, Autocar has already revealed exclusively that a dramatically styled, electrically powered, four-wheel-drive Jaguar crossover, drawing heavily on styling cues from the C-X75 hypercar, is strongly tipped to break cover late next year. The latest announcement puts the crossover's first sighting conveniently close to the Formula E Jaguar's debut races. The car, a £60,000-plus rival for Tesla's new Model X and Audi's upcoming Q6 e-tron quattro, is tipped to be launched in 2017, but for now, Rogers isn't keen to talk specifics, except about the new racing project.

"Formula E gives us a unique opportunity to further the development of electrification," he says. "We'll be able to engineer and test our technologies under extreme performance conditions."

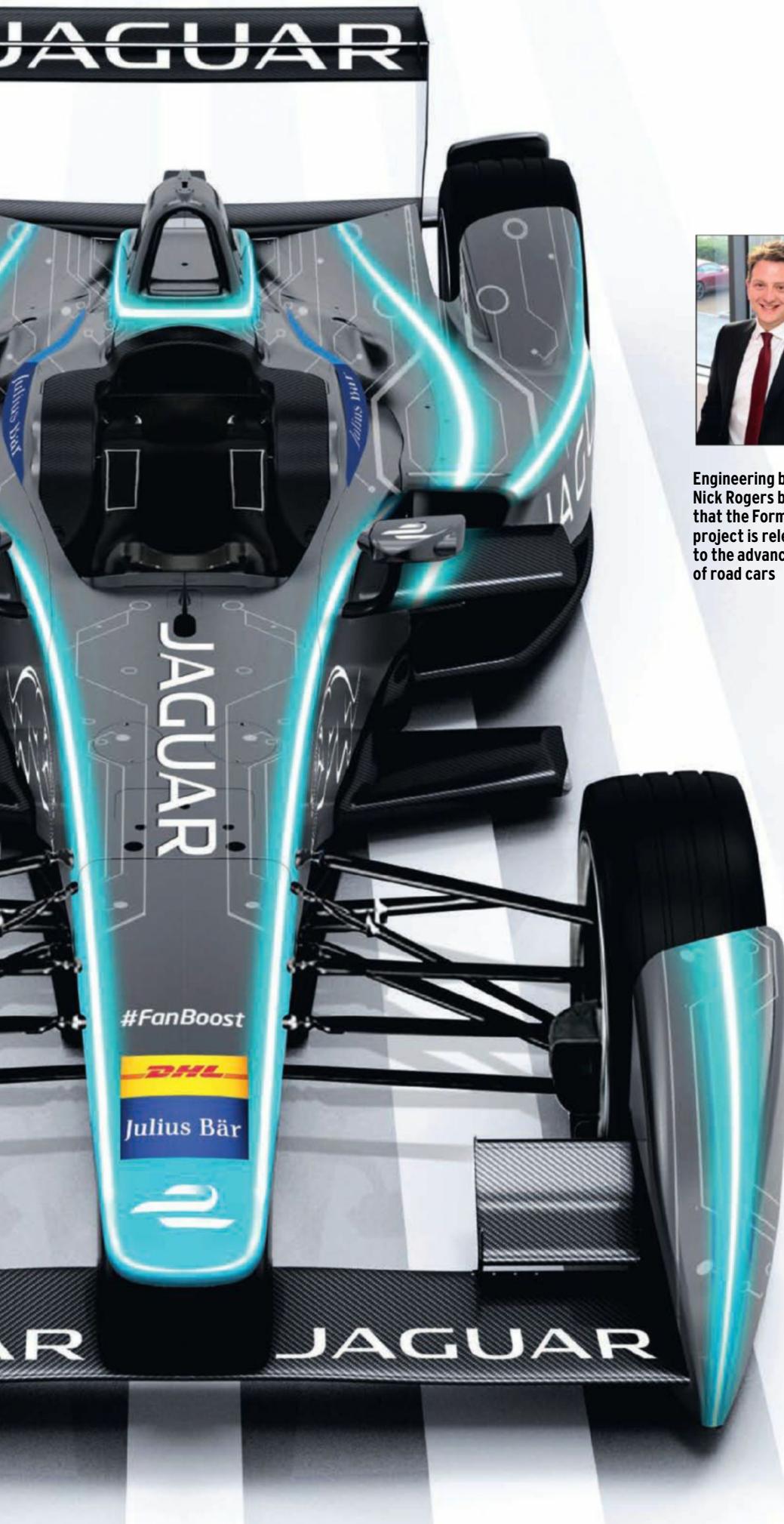
JLR will be partnered in the project by Williams Advanced Engineering, already experienced in electrification as the battery supplier to Formula E and a designer of hybrid systems for Le Mans cars. Rogers says a significant number of his own engineers will be involved.

"The future is about being more connected and more sustainable," says Rogers. "Electrification



Jaguar's Formula E effort will be used to develop its electrification technology as it looks to produce road-going EVs





Engineering boss
Nick Rogers believes
that the Formula E
project is relevant
to the advancement
of road cars

and lightweight technologies are becoming more important than ever as urbanisation increases. Formula E has recognised and reacted to these trends, which are perfect for our brand."

Formula E cars were required to use common powertrain and chassis components for the first season, but new powertrain providers were allowed this year. In Jaguar's first season – tipped to begin in September next year with a race in Montreal and to include a new Hong Kong race – battery capacities will rise from 28kWh to 32kWh, while peak engine power will rise by 25% to 250kW. The year after that, the minimum weight for a Formula E car, including driver, will fall from the current 888kg to 850kg, which should help to encourage the development of lighter batteries.

Jaguar has yet to reveal the make-up of its team or its driver line-up, but it has appointed a team director, James Barclay. "We are proud to be one of the first vehicle manufacturers to commit to a series with our own team," says Barclay. "We look forward to welcoming a whole new generation of Jaguar fans." ☐

Jaguar's fourth way

JAGUAR HAS BEEN top-line racing three times before. The first was in the 1950s, when C and D-Types took five Le Mans wins, spawning road cars that included the E-Type and establishing the rules of 'Jaguarness' that still exist.

Next came the TWR era. In the early 1980s, Tom Walkinshaw-engineered XJSs won the European touring car championship and Australia's Bathurst 1000. This was followed by the rise of a generation of Walkinshaw Group C Jaguar racers, which won Le Mans in 1988 and 1990 and underscored their domination with a win in the 1991 World Sports Car Championship.

Then in 2000 Jaguar's new owner, Ford, purchased the Stewart grand prix team in a rush of blood and rebranded it Jaguar. But the effort wasn't successful; five seasons brought only two podiums and the team was sold to Red Bull for the 2005 season.

Today's Formula E effort harks back to the relevance of the first by helping to publicise and prove a brand new range that will change and extend the image of Jaguar. After 60 years, history is starting to repeat itself.



Jaguar was successful at Le Mans in the 1950s



Tom Walkinshaw-prepared cars won Le Mans twice

HORSE OF YEARS SH



THE OW

As the new Mustang hits the UK, this time with right-hand drive and official backing, **Richard Webber** checks out the five previous iterations of the galloping Ford

PHOTOGRAPHY LUC LACEY

A steed for every need." That's how Ford described the 11 drivetrain combinations available by the Mustang's fifth birthday in 1969. By then, more than two million examples of the pioneering pony car had been sold – a landmark it took Land Rover 57 years to reach with the Series Land Rover and Defender. Today, as the right-hand-drive, officially imported sixth-generation model arrives, sales are nearing the 10 million mark.

Yet the galloping 'Stang has barely created a tremor in the UK. There have been official imports before – even right hookers, as we'll see – but most of us fill the space between the legendary first-gen car and the outgoing model with little more than a fog of vague recollection.

Today, we're joining the dots all the way from 1964 to 2014. We have each of the five generations of Ford Mustang on hand – all privately owned, and all V8s, naturally. Now, there are online tracts dedicated to the minutiae of model years and variants should you wish to explore them. Instead, we're going to sketch the outline of each car before shading in with first-hand driving impressions. So let the 40-pot cubefest begin... →



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AUDI RS4 B7 / R8 » 445 BHP (+DE-LIMIT)
AUDI RS3/RSQ3 » 420+BHP (+DE-LIMIT)
AUDI S3 / GOLF R » 373+BHP (+DE-LIMIT)
AUDI 3.0TDi (ALL MODELS) » 315+BHP
AUDI 3.0 Bi-TDi (ALL MODELS) » 380+BHP
AUDI Q7/A8 4.2 TDi » 400+BHP

BMW
M5 V10 » 548+BHP (205 MPH)
X5M / X6M » 618+BHP
1M » 411+BHP
M3 E90/92 » 445 BHP (+DE-LIMIT)
M135i/ M235i » 402 BHP
M4/M3 3.0T » 520+BHP
M5 F10/M6 (STAGE 1) » 680 BHP
M5 F10/M6 (STAGE 2) » 730 BHP
F10 520D » 240 BHP
F10 530D » 305 BHP
335i/135i/X6 » 3/0+BHP (+DE-LIMIT)
123D » 252 BHP

316D/216D/116D » 160 BHP
318D/218D/118D » 225 BHP
330D E90 » 296+BHP
320D E90 » 215 BHP
420/320/220i/120i » 275+BHP
435i/ F30 335i » 390 BHP
428i/328i » 295 BHP
535D /335D / X5 SD » 355+BHP
640D/335D/535D/435D » 390 BHP
730D » 305+BHP
X5 4.0D / 740D » 370 BHP
X5 3.0D » 305 BHP
X6 X5.0i 4.4 » 500+BHP
X6 M50D/X5M50D/S50D » 450 BHP

MERCEDES-BENZ
A200CDi/C200CDi/E200CDi » 175 BHP
A250/C250 » 260 BHP
A45/CLA45 » 420 BHP
C300 HYBRID » 285 BHP
A220CDi/C220CDi/E220CDi » 215 BHP
C350/CLS350/E350/S350 » 315 BHP
E400/C450 » 420+BHP
C400 » 400 BHP
'63' 5.5 BI-TURBO ALL MODELS » 690+BHP
'500' 4.7 BI-TURBO ALL MODELS » 498+BHP
S65 (W222) » 780 BHP
SL65 BLACK » 720+BHP (+DE-LIMIT)
SL65 AMG » 690 BHP (+DE-LIMIT)
'55' AMG KOMPRESSOR » 580+BHP
C63 AMG 6.3 » 530+BHP (+DE-LIMIT)

C63 AMG 4.0T » CALL FOR DETAILS
SL63 AMG 6.3 » 560+BHP (+DE-LIMIT,
RE-MAP & LOWER ABC SUSPENSION)
CL600 Bi-TURBO » 580+BHP
SLK55 AMG » 420+BHP (+DELIMIT)
320 CDi V6 » 274 BHP
350 CDi V6 » 312 BHP
420/450 CDi V8 » 358 BHP

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R ROVER SC 5.0 » 580+BHP
R ROVER 4.4 SDV8 » 395+BHP
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EVOQUE/DISCO SPORT 2.2 DIESEL
» 240+BHP

PORSCHE
997 TURBO/S 3.8 INC PDK » 611 BHP
997 TURBO 3.6 » 625+BHP
997 GT2 RS » 670+BHP
996 TURBO/GT2 » 600+BHP
997 CARRERA S PDK » 400+BHP
997 CARRERA S » 376+BHP
997 CARRERA PDK » 368 BHP
997 CARRERA GTS » 435 BHP
997 GT3 UP » 436 BHP
BOXSTER 3.4S » 336+BHP
CAYMAN S » 342 BHP
MACAN 3.0D » 315 BHP
CAYENNE GTS » 440 BHP

CAYENNE TURBO 4.8 » 578+BHP
CAYENNE TURBO S 4.8 » 600+BHP
CAYENNE 4.2 DIESEL » 450+BHP
CAYENNE DIESEL » 315+BHP
PANAMERA TURBO » 600+BHP
PANAMERA DIESEL » 315+BHP

EXOTIC / MISCELLANEOUS
FERRARI CALIFORNIA » 487 BHP
FERRARI 599 » 647 BHP
FERRARI 430 » 525 BHP
GALLARDO » 546 BHP
LP560 » 608+BHP
LP640 » 707 BHP
HURACAN » 640+BHP
AVENTADOR » CALL FOR DETAILS
MC LAREN MP4-12C » 700 BHP
MC LAREN 650S » 720 BHP
MURCIELAGO LP640 » 707 BHP
MASERATI GHIBLI 3.0S PETROL » 470 BHP
MASERATI GHIBLI 3.0 PETROL » 400 BHP
MASERATI GHIBLI 3.0 DIESEL » 312 BHP
MASERATI GT/QPORT » 438 BHP
MASERATI GT S / MC » 479+BHP
BENTLEY 4.0 T V8 » 690 BHP
BENTLEY CGT / F-SPUR (INC 2013) » 680+BHP
BENTLEY GT SPEED (INC 2013 ON) » 695 BHP
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'CLASSIC' (1964-1973)

THIS IS GENESIS, the car that created a formula to last 50 years: sporting bodywork over a compact chassis (by American standards, at least), front engine, rear drive and live rear axle. Although notchback (read two-door saloon) and convertible bodies were available, as were straight sixes, it was the combination of fastback coupé styling and V8 power that best matched the Mustang's performance pretensions and elevated it above the Ford Falcon upon which it was based.

Cue Tony Pook's breathtaking, Signal Flare Red 1966 Fastback in GT trim. Although first-gen Mustangs were available through a UK concessionaire, Pook bought his last year fresh from Arizona following a thorough restoration. The Mustang was created with tinkering in mind, and Pook's car features a transplanted engine, the original 210bhp, 289cu in (4727cc) small-block overhead-valve 'Windsor' V8 having been replaced by a 230bhp, 302cu in (4942cc) version of the same

that runs a four-barrel Edelbrock carb.

Installed in the largely original interior, I drink in the distinctive layout, finish and details: twin-cowl dashboard with wooden inserts, thin-rimmed wheel embellished with mother-of-pearl, chromed switches and compressed speedo font.

The V8 fires into a steady idle and begins to bellow as I pull away. More pedal pressure and the bellow deepens then gains a growling overdub – a softer soundtrack than Frank Bullitt's

big-block 6.4-litre 390 GT's snarling wall of sound, but classier, too. The car isn't especially quick (think 8.5sec to 60mph), but the powertrain's noise, keen throttle response and top-end poke prove extremely addictive.

The ride is loping but stable and isn't the limiting factor when cornering. That falls to the delayed action of the over-assisted recirculating ball steering that's further hampered by an understeer habit, as nearly 60% of the car's 1400kg burdens the front axle.



MUSTANG II (1974-1978)

THE WHITE CAR here is the black sheep among our group. A spluttering economy, rising oil prices and tightened emissions regulations blighted the pony car sector and the Mustang had to adapt to survive. The original car had stretched to 4763mm by its final iteration and had once forged more than 500bhp (in 1969's 7.0-litre Boss 429 special). Something smaller and cleaner was needed.

This time, the little Ford Pinto provided the underpinnings, shrinking the Mustang to 4445mm. During its first year, engines were limited to an almost unbelievably meek 88bhp four-pot and a 105bhp version of the 2.8-litre Cologne V6 later seen in the Mk3 Capri.

Yet it was a forecast success, tripling sales to 386,000 in 1974. The 302 V8 returned in 1975, making just 122bhp. So equipped is Tony Wilcox's notchback Mustang II Ghia.

Ghia spec includes the part-vinyl roof and a plump, cosy burgundy boudoir of an interior that's mainly trimmed in velour and adventurously textured plastics. The big surprise is a starboard-mounted tiller, an official conversion supplied via Ford's imports office in Mayfair. The Mustang II remained the only sanctioned right-hand-drive UK model until 2015.

Underpowered or not, it's still a V8, rumbling at idle. It chugs endearingly under load and offers unexpected perkiness above 3000rpm, although progress remains stately. The primary ride is (almost) as forgiving as the plush upholstery, but sharper bumps resonate. The steering is far more responsive than in the '66 but spookily light in constant-radius cornering.

This 'Stang kept the nameplate alive during a difficult period and deserves recognition for that.



This Classic Mustang has a 302 V8; Wilcox's Ghia-trimmed Mustang II is period plush

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'FOX BODY' (1979-1993)

THESE WERE STILL uncertain times, but upon the Fox platform (which supported myriad Fords, Mercurys and Lincolns) the Mustang was slowly and tentatively ushered back into performance territory. Facelifts in 1983 and 1987 modernised its design inside and out, rear leaf springs were at last dropped in favour of coils and a five-speed manual gearbox emerged.

Don Hardy works at Ford's Dagenham engine plant and is a Fox hunter of the legal kind, owning several and co-founding the 'Fox Doctors' owners club. By the time his 1987 car was built, carburettors had been dropped altogether, and his High Output V8 (still the venerable 302) makes a decent 225bhp. Drop-tops were reintroduced after their Series II absence, but Hardy's is one of a few tin-top GTs adapted by coachbuilder American Sunroof Corporation into two-seat convertibles designed to court Mercedes-Benz



Hardy's 'Fox' Mustang is a converted GT

SL fans with a bodykit, fared-in roof mechanism and lashings of hide to embellish the two-tone plastic interior.

Despite the oddly high seating position that brushes my head against a roof cross member, the Fox has a lower, sportier stance than the Mustang II. The speedo goes up to only 85mph, but contemporary tests put the car's top speed at just under 150mph, with 0-60mph taking 6.4sec. It's tractable from below 2500rpm, meaning kickdown isn't essential for overtaking, yet some of the '66 Fastback's bellowing urgency is revived in the Fox's 4000-5000rpm sweet spot. The steering is much improved, too – not quick, but consistent and with some feel – and although the ride remains soft with occasional jitters, body control is far neater than before. It's a driving experience that's easily recognisable as a Mustang's.

In the light of the 2015 Mustang's entry-level 2.3-litre Ecoboost engine, an apposite side note to the Fox's story is the 1984 limited-run, twin-spoilered SVO, which used a turbocharged version of the Mustang II's 2.3 to make 175bhp with the help of an IMSA racing-bred intercooler. The SVO impressed at the time with its combination of performance, composure and understeer-curbing set-up.



It's tractable from below 2500rpm, yet there's some bellowing urgency in the 4000-5000rpm sweet spot



SN95 AND 'NEW EDGE' (1994-2004)

THE FOX PLATFORM was heavily modified rather than replaced for the SN95-generation car (introducing range-wide all-disc brakes in the process) but it was the end of the line for the small-block Windsor V8, retired in 1995 after three decades of Mustang service. Although the SN95's 302 produced a still-conservative 215bhp, there was a final flourish for the Windsor in the stroked 300bhp 5.8-litre SVT Cobra R road-going racer.

A 3.8-litre Essex V6 anchored the range, but the GT's engine bay was filled with a 16-valve SOHC version of Ford's new modular 4.6-litre V8. Initially no more powerful than the 302, its output rose to 260bhp for the 1999 facelift that also sharpened the

exterior to fit Ford's global 'New Edge' design language.

After a 30-year canter, the Mustang finally broke into a gallop again in 2003. The New Edge SVT Cobra – the first (and until 2015 the only) Mustang with independent rear suspension – produced 390bhp using a supercharged 32-valve DOHC version of the 4.6 V8 to hit 60mph in 4.6sec. The Mach 1 badge, introduced in 1969, was revived to sit below it, bringing us to Kevin Mortimer-Hampson's car.

Its extrovert exterior is countered by a conservative cabin: plastic-heavy but functional, with gentle nods to early Mustangs. Upon ignition, the 'shaker' air scoop justifies its name, quaking atop a naturally aspirated 32-valve

4.6 that makes 305bhp in stock form but more like 360bhp here, thanks to intake and exhaust upgrades and a custom remap. The engine note is higher-pitched than the small block's but still aggressive, and the exhaust tone is moreishly thunderous. From 2800rpm, there's real clout, too.

Although the suspension is factory-lowered, the ride is extremely comfortable, yet the accompanying dive and roll are stable. A chunky aftermarket short-shift kit requires little articulation between five manual ratios but takes two deliberate movements, and the over-light steering doesn't reassure. But the Mach 1 proves a barnstorming cruiser, and great fun for it.



Each has an idiosyncratic character that reinterpreted the Mustang spirit for its time



BADGE ENGINEERING

BEFORE THE
 'Mustang' name was signed off, 'Avanti', 'Allegro', 'Torino' and 'Cougar' were all considered, the last even being realised into a feline badge on late pre-production cars. Although other horse emblems were considered, the winning sketch came from Phil Clark, designer of the Mk1 Capri. In some applications, patriotic red, white and blue bars were added and a 'corral' border was applied on the grille to enclose the horse. In 1963 modeller Charles Keresztes revised Clark's design in clay before finalising it in a wooden sculpture, and the badge has barely changed since.



S197 (2005-2014)

IT WAS BACK to the future when the next Mustang was previewed at the 2003 Detroit motor show; the GT concept traced the silhouette of the original Fastback and borrowed plenty of exterior and interior details. The S197 production model retained most of that atop Ford's D2C platform, which was related to the Jaguar S-Type's. New front suspension was influenced by the Mondeo, yet the modified rear axle remained solid.

But the new car was also more than 150mm longer and wider than the original and around 300kg heavier. Indeed, Patrick Howson's 2005 car makes the '66 Fastback look delicate and petite. Although a V6 engine and convertible body were available, like most S197s imported to the UK, Howson's is a GT coupé featuring a 300bhp 24-valve version of the 4.6 V8 equipped with variable valve timing.

By European yardsticks, it's not sophisticated, but the S197 is a far slicker proposition than any of its forebears in both quality and dynamics, from the upgraded interior finishes to the well-weighted, progressive steering.

and vastly improved body control. There's even a heightened appetite for cornering, partly due to a front-end mass that's closer to 50% than 60%.

The five-speed auto 'box doesn't get the best from the V8 and the screaming aftermarket exhaust isn't quite equalled by the engine's performance; 4000rpm is needed before it really starts to heave. (For full fireworks, see the 653bhp supercharged 5.8-litre GT500 from 2013.) But this is still a 5.2sec-to-60mph car and the most complete Mustang so far.

A 2010 makeover was followed by the introduction of the new Coyote version of the modular V8 – a 5.0-litre, 32-valve DOHC unit good for 412bhp. And it's this engine and the S197's retro design ethos that form the building blocks of the 2015 Mustang.

It has been a treat to drive these diverse cars, each one an idiosyncratic character that reinterprets the Mustang spirit for its time. For our time, there's independent rear suspension, right-hand drive and official UK sales. We could be the luckiest ones yet. **A**



Volkswagen Caravelle

Is there a place for the new iteration of this van-based MPV in 2015?

MODEL TESTED 2.0 BiTDI 204 Executive SWB

- Price £43,322 ● Power 201bhp ● Torque 332lb ft ● 0-60mph 11.6sec ● 30-70mph in fourth 11.7sec
- Fuel economy 37.9mpg ● CO₂ emissions 171g/km ● 70-0mph 53.2m

WE LIKE Space and versatility ■ Comfort and convenience ■ Flexibility of spec ■ Decent, car-like handling



● SE trim has 16in wheels as standard and Executive comes with 17s. These are the optional 18s. All-weather and winter tyres are available with smaller rims.



● Yes, that's a radar transceiver for adaptive cruise control – on a poshed-up van. It's a £564 option and a techie inclusion typical of both Volkswagen and the Caravelle.



● Halogen headlights are standard, with LED running lights front and rear as part of Executive trim. High-beam assist is an option, and there's a separate £1440 bi-xenon upgrade.



● Door mirrors are large and practical, because you need the extra visibility when manoeuvring. They make for some wind noise, but not an excessive amount.

Any car maker setting out to design a £40,000 luxury seven-seater in today's SUV-obsessed market would be very bold indeed to use a 'light commercial vehicle' – a van, to you and me – as a starting point. But this week's road test subject, the new Volkswagen Caravelle, is no ordinary seven-seater. And the Volkswagen Transporter with which it shares its basis is no ordinary LCV, either.

Before the introduction of the Caravelle's earliest predecessor, there was no such thing as an MPV, or really even what we'd recognise as a modern van. The original 1950

Volkswagen Type 2 was, along with the 1947 Citroën H Van, one of the pioneers, making the sixth-generation Transporter that VW has just launched about as aristocratic as these workhorses get.

The Caravelle derivative was officially introduced with the third-generation Transporter, although more comfortable passenger-carrying versions were offered with the original Type 2. Its mission was always to combine the material refinements of a passenger car with many of the dynamic ones – hence the availability of more powerful engines, four-wheel drive systems



VW Type 2 was first introduced in 1950

and automatic transmissions, most of which the Transporter didn't have.

The Transporter and Caravelle have remained on the leading edge of the technological development of their breed for more than six

decades, and this new T6 version continues in the same vein. It's available with modern active safety and multimedia systems, a range of powerful and frugal Euro 6 diesel engines, a full-leather interior of remarkable flexibility and spaciousness, and the option of a dual-clutch automatic gearbox and 4Motion four-wheel drive.

But can such a large, commercial-based vehicle cut it next to today's wealth of choice in seven-seaters at upwards of £40,000? Is the modern descendant of the iconic VW Camper still a liberated, enlightened lifestyle choice – or is it now just a bad one?

DESIGN AND ENGINEERING



Like its immediate predecessors, the Caravelle is available in regular or long-wheelbase versions and with up to seven seats, with the more utilitarian Transporter Shuttle minibus offering seating for up to nine. It's unlikely to appeal much in visual terms, being necessarily tall and slab-sided, but for what it is, the car looks very neat and tidy.

The process of ordering one is more like that of a custom →

WE DON'T LIKE Limited performance for a £40k car ■ Even more limited desirability ■ Ride refinement



● Bluemotion Technology badging advertises VW's eco-minded features, including an intelligent alternator, active cooling flaps and tyres with low rolling resistance (on some rims).



● You wouldn't find a rear window this size on a big SUV. It's just one of the ways that VW builds excellent visibility into the Caravelle package.



● Chrome body trim tends to distinguish Executive cars from SE (although it's an option on SE). It's used sparingly and breaks up the flat, expansive panels effectively.



● Wide, motorised sliding rear doors grant excellent rear seat access. The gigantic roof-hinged tailgate isn't as convenient, but at least you can shelter from the rain under it.

ON THE INSIDE



● Hazards button is on a console biased for the front passenger's access. Parking sensors are handy, but adaptive dampers are less worthwhile.



● Twin gloveboxes are big enough for drinks and snacks. There are two smaller storage cubbyholes elsewhere on the fascia.



● Sliding fold-out table in the rear of the cabin can be positioned handily for any of the back seats. Its circular table top swivels.



MULTIMEDIA SYSTEM

Volkswagen's Composition Colour radio with a 5.0in touchscreen comes as standard with both SE and Executive trim, but you have to spend extra to get either the Composition Media system with a bigger touchscreen or the full-house Discover Media Navigation Plus system, which was fitted to our test car.

The upgraded Discover set-up is pricey (£1320) but includes a media control system that lets you access it from remote devices connected wirelessly, plus an app control system via which you can access certain apps on your smartphone.

The navigation system is usable and intuitive, with clear mapping and directional prompts. VW's familiar shortcut keys also make the other infotainment functions easy to access.

◀ commercial than a normal passenger car, with VW offering to leave in or take out both the one-piece folding and sliding third-row bench seat and the two swivelling, removable 'captain's chairs' in the second row – and that is just the tip of the cabin specification iceberg. The long and short of it is that your Caravelle can probably seat as many full-sized adults as you need it to – as well as accommodating more than 4000 litres of cargo in two-seat mode and short-wheelbase form.

At less than 4.9 metres in length and only just over 1.9m in mirror-excluded width, the Caravelle is actually shorter and only a couple of inches wider than a Vauxhall Insignia Sports Tourer. And at just under two metres tall, it is possibly not too large to fit in a typical single-car garage or into a regular UK parking space.

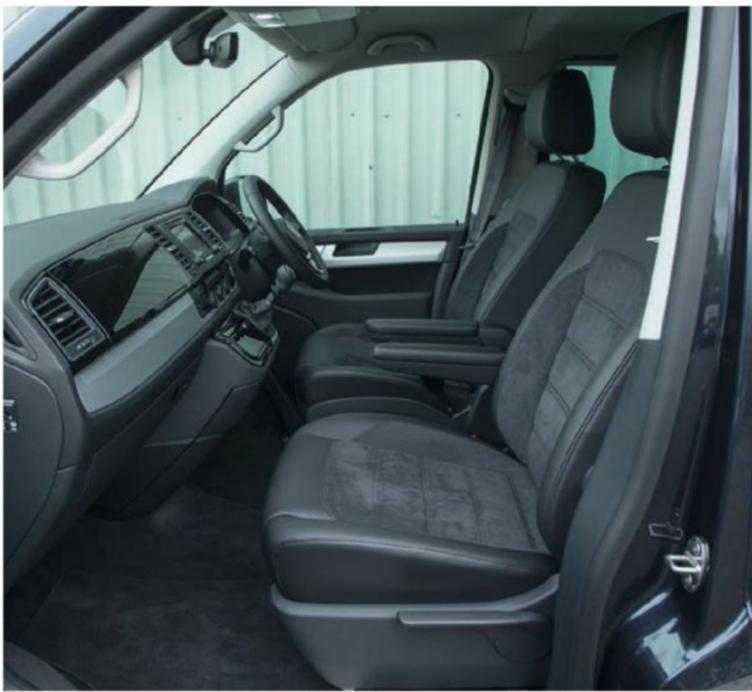
Monocoque construction, independent telescopic front suspension and a choice of transversely mounted 2.0-litre diesel engines in 148bhp or twin-turbo 201bhp states of tune make most of the Caravelle's mechanical fundamentals pretty car-like. A rigid axle suspended by leaf springs betrays the commercial vehicle link

at the rear. We'll see what impact that has on ride and handling shortly.

A kerb weight of just under 2.4 tonnes for the 201bhp short-wheelbase version tested here is very substantial, but little more so than we'd expect of some large seven-seat SUVs. A power-to-weight ratio of 84bhp per tonne is modest but acceptable at typical modern family hatchback level.

And although there's no way to quite match the oomph of a large SUV with your Caravelle, there's certainly the chance to add a bit of rough-stuff capability. Our test car was a front-wheel-drive manual one, but VW offers Haldex-based four-wheel drive and a seven-speed DSG transmission, as well as a proper mechanical limited-slip differential for the rear axle, extra-long suspension springs, heavy-duty shock absorbers and hill descent control. Or, for the most poised on-road handling possible, you can pick 'dynamic suspension', lowered by 20mm from standard and teamed with variable damper control, as VW had on our test car.

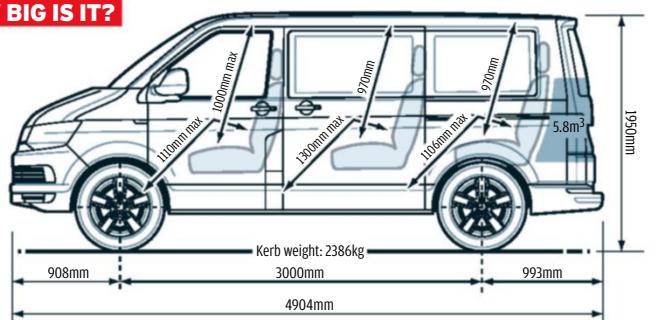
So, just like the interior, the Caravelle's drivetrain and suspension are flexible and can be configured exactly for the sort of use you've got in mind for it. It's all part of the appeal. ➤



● You sit high up and bent-legged, but there's plenty of leg room even for taller drivers. Visibility is excellent in all directions, especially given the car's size.



● Second-row captain's chairs can be positioned facing forwards or backwards. Leg room and head room are abundant whichever way they're positioned.



VISIBILITY

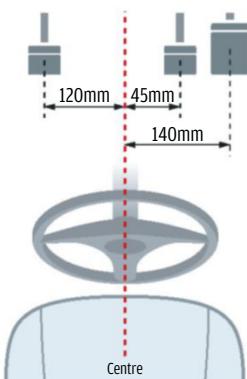
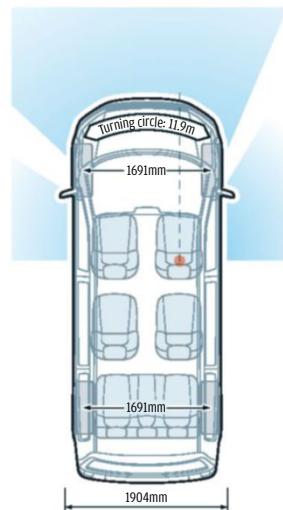
View forward through the large, upright screen is supremely good. It's respectable in other directions for such a big car, too.

HEADLIGHTS

Standard halogen lights offer a great spread of light, although the range could be better. Auto-dipping high beam assist is a £120 option.

WHEEL AND PEDAL ALIGNMENT

Excellent location, with just enough right-sided offset to make for good access to accelerator and brake pedals for your right foot.



● Length of the boot isn't so great, but its width and height – whether for stacking suitcases, furniture or outward-bound gear – are considerable.

INTERIOR



Your impressions of being inside the Caravelle will be defined primarily by which door you use to get in.

Up front, the cab feels broadly similar to an upmarket, particularly cushy van's. The driving position is one of straight arms and bent legs, and the seat is thick, comfy, part-leather-clad and high-mounted. The view out is imperious, thanks to the remarkable expanse of very upright glass immediately ahead of you and to either side. The driver's seat has armrests on both sides, and there's a short gearlever on the fascia for easy access, as well as typically clear VW-brand analogue instruments and centrally mounted multimedia and climate control consoles worthy of any of VW's passenger cars.

Material quality is more than respectable and perceived quality is

enhanced by plenty of piano black and chrome trim. Oddment storage, meanwhile, is almost embarrassingly abundant: dual gloveboxes, an additional lidded cubby on the roll-top dashboard, another in the centre stack and a drawer with extra storage and cupholders immediately below, as well as double door pockets, the lower ones positioned too low to access on the move, unfortunately.

But only when you explore further aft do you discover what the Caravelle is really about. Open the motorised sliding side door and you'll find individual second-row captain's chairs that swivel and slide, combining with the sliding three-seat bench further back to allow you to create a very convivial five-seat mobile meeting room. All three seat units slide fore and aft on a system of four rails, the middle ones also carrying a fold-out table that can be positioned conveniently for any of the five seats and comes as part of Executive spec.

Alternatively, the middle-row chairs can be removed to make extra carrying or lounging space. They're heavy, predictably, and the process isn't the work of a few seconds. But if you do that, in five-seat mode and with the third-row bench slid all the way forwards, the Caravelle can at once provide more leg and head room than a Mercedes-Benz S-Class (although admittedly a less comfortable seat), more boot loading length than most saloon cars and much more loading width and height.

The Caravelle's talents don't end with merely conveying its passengers, either. A wander through the brochure reveals the potential to specify a bigger 12-volt battery, a parking heater, laminated glass all round, window blinds and a Good Night Package that adds a couple of extra shelves to the sliding, folding three-seat bench to enable it to be converted into a bed. And if that's still not domesticated enough for you, there's always the Caravelle's

fully fledged camper van sibling, the California, which gets yet another bed under the flip-up roof.

PERFORMANCE



A £45,000 seven-seat SUV like an Audi Q7 or a Volvo XC90 will hit 60mph from rest in less than eight seconds. Despite a sub-10sec claim, the Caravelle took almost 12. Its deficit to the Volvo when accelerating from 30-70mph, perhaps a better indicator of real-world performance, is almost as large (8.3sec versus 11.7sec). So while the Caravelle is the most powerful of its kind and trumps the practicality of even a large 4x4 to such an extent as to make the comparison spurious to many, it will still represent an unpalatable compromise on performance to some.

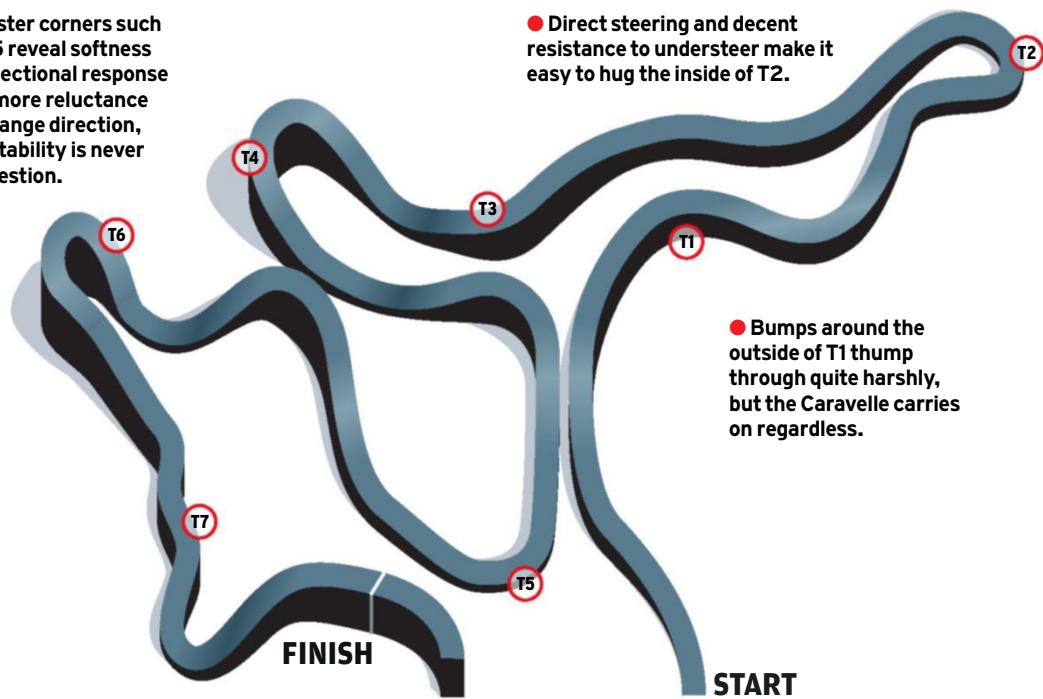
Not to us, though. Modest but adequate performance seems like a reasonable compromise when you

TRACK NOTES

Caravelle owners will presumably either be greatly imperilled or misguided to be probing the limits of lateral grip and stability in their cars. However, Volkswagen is to be praised for making the car dynamically competent enough to be well within itself when driven at speeds that would be considered routine by many passenger car drivers, and for keeping its body upright, hanging on hard and slipping from the front axle first when grip finally runs out. Mid-corner bumps taken with lateral load in the mix do unearth a bit of crudeness in the suspension but don't knock the car off line.

Heavy steering weight, rather than extremes of body roll, and slowly building understeer mark the edge of adhesion here. Traction is good, even under high cornering load, so you never need to worry about wheelspin making your outward cornering line ragged – and the car's ESP system (always on) is subtly effective.

- Faster corners such as T5 reveal softness of directional response and more reluctance to change direction, but stability is never in question.



ACCELERATION 13deg C, dry

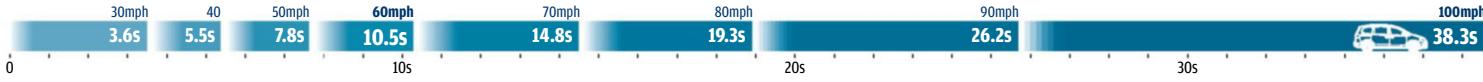
Volkswagen Caravelle 2.0 BiTDI Executive SWB

Standing quarter mile 19.2sec at 77.7mph, standing km 34.2sec at 97.7mph, 30-70mph 11.7sec, 30-70mph in fourth 11.7sec



Seat Alhambra 2.0 TDI 170 DSG (2010)

Standing quarter mile 18.1sec at 77.6mph, standing km 33.2sec at 96.0mph, 30-70mph 11.2sec, 30-70mph in fourth na



BRAKING 60-0mph: 3.24sec



Caravelle hangs on well in corners, but the ride feels a little wooden



The 2.0-litre engine responds well to the throttle and pulls stoutly in high gears from under 2000rpm

consider what the Caravelle gives you in other respects.

What's required, more than anything, is low and mid-range torque to motivate its mass and to prevent it from leeching speed up gradients and into headwinds. It has that in generous supply. The 2.0 BiTDI engine responds well to the throttle and pulls stoutly in high gears from well under 2000rpm, making this big, heavy car assured and quite relaxing to drive.

The engine is also much quieter than anyone expecting a commercial temperament will have bargained for. Although it's a little noisy at idle, the Caravelle's cabin is decently quiet on the move – in spite of the fact that it's basically a 5000-litre resonance chamber with no bulkheads to break up the sound waves. Road noise is decently suppressed and wind noise isn't that pronounced. At both 30mph and 50mph, the Caravelle registered at only a decibel louder than an XC90.

The car tends to pitch and heave a little during hurried gearshifts and doesn't like to change ratios quickly. VW's DSG transmission would most likely feel like a much smoother, more sophisticated solution.

RIDE AND HANDLING

★★★★★

Although low expectations are doubtless in play, no one is likely to be disappointed with the way the Caravelle conducts itself on the road. The fact that it doesn't grip or corner quite as keenly as even a better-sorted conventional MPV such as a Seat Alhambra or Ford Galaxy, or control its mass as delicately, hardly needs to be noted. It doesn't (although, actually, it doesn't miss by much). But, frankly, it needn't, because what lateral grip and roll control the car has is easily sufficient to keep it on line and under control at the speeds that the engine will easily maintain. Most testers were left pleasantly surprised by the Caravelle's cornering tenacity – on its optional lowered 'dynamic' suspension, admittedly.

Some were less impressed by its occasionally jittery, slightly wooden ride, though – an observation that must be considered a more serious criticism of a luxury car. Although compliant and composed enough on

smooth motorways and A-roads, the chassis can stumble over sharper and more pronounced intrusions, the rear axle struggling for ride dexterity in particular. VW's adaptive dampers fail to perfect the ride compromise, simply removing compliance at too high a cost in Sport mode, and permitting too much unchecked wheel travel and chassis thump in Comfort. Normal mode is an adequate but unspectacular middle ground.

The small steering wheel connects you to an unexpectedly direct rack that adds angle gently enough at first to make for good high-speed stability, but piles it on off-centre at gathering pace to ensure the car feels nice and wieldy at low speeds. Control weight is a little bit wavering and inconsistent, like the car's ride, but it's precise enough to allow you to place the car easily.

All of which makes the Caravelle easy to drive: pleasant, precise and controlled at a moderate, ground-covering A-road pace, manoeuvrable at low speeds and assured and stable on the motorway. Or, to put it another way, perfectly respectable for something so heavy and tall.

BUYING AND OWNING

★★★★★

Many people will be shocked at being asked to spend what might otherwise buy a luxury SUV for a vehicle derived from a van that looks so plainly like a van. But others may be more convinced once they begin to discover what the Caravelle does.

The load-carrying, people-carrying, rough-stuff scrambling and even occasional camping we've already covered. That the car also offers luxury features such as nappa leather seats, in-car wi-fi, adaptive cruise control and adaptive bi-xenon headlights as options, and a DAB radio and touchscreen infotainment system as standard, could help to seal the deal for anyone giving up a modern passenger car. Its array of active safety features may also reassure some.

The car's fuel economy and CO₂ emissions should be no great barrier to ownership compared with rivals of a similar size. Our testing suggests that it'll return better than 40mpg at a restrained cruise. →

**VOLKSWAGEN CARAVELLE
2.0 BITDI EXECUTIVE SWB**

On-the-road price	£43,322
Price as tested	£48,122
Value after 3yrs/36k miles	£19,725
Contract hire ppcm	£469.46
Cost per mile	76.9p
Insurance/typical quote	31E/£835

EQUIPMENT CHECKLIST

DAB, Bluetooth	■
8-speaker audio system	■
Front foglights with cornering function	■
Heated windscreens washer jets	■
Electric sliding rear doors	■
Leather/Alcantara upholstery	■
Three-zone automatic air-con	■
Heated front seats	■
Deluxe headlining with ventilation strips and reading lights	■
Multi-function table	■
Sliding and swivelling middle-row chairs, three-seat rear bench with Isofix	■
Dynamic Chassis Control with lowered suspension	£864
Adaptive cruise control	£564
18in Springfield alloy wheels	£1500
Discover Media Navigation Plus	£1320
Parking sensors front and rear	£432
High-beam assist	£120

■ = Standard na = not available

RANGE AT A GLANCE

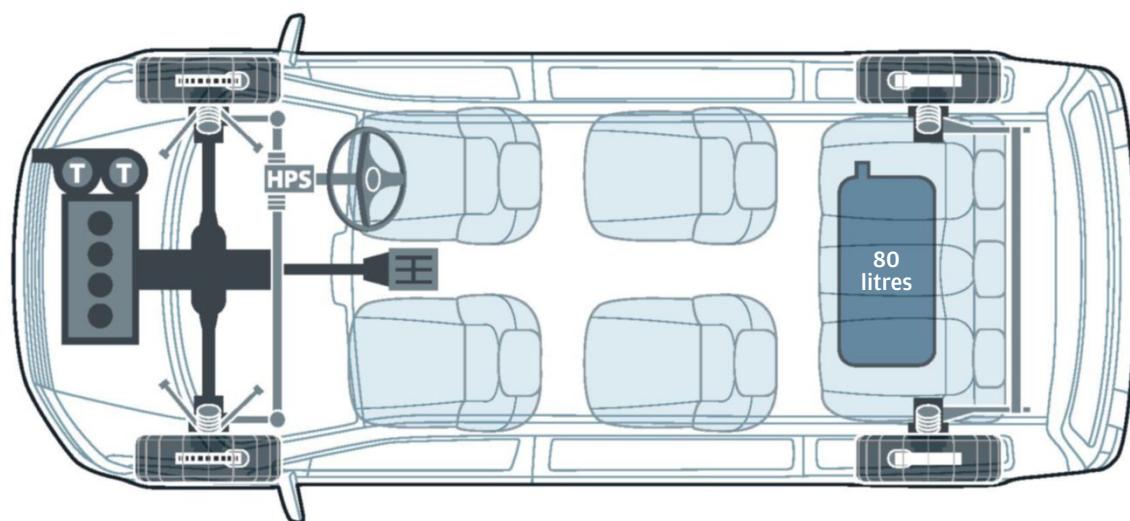
ENGINES	POWER	FROM
2.0 TDI SE	148bhp	£37,135
2.0 BiTDi SE	201bhp	£39,746

TRANSMISSIONS

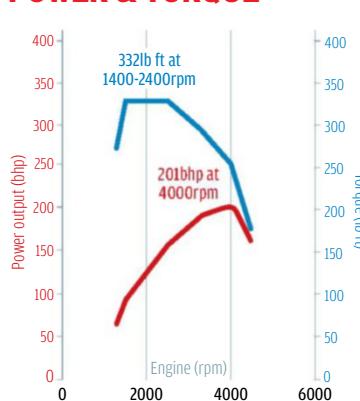
6-spd manual	■
7-spd dual-clutch automatic	£1896

TECHNICAL LAYOUT

VW's T4-generation Transporter/Caravelle was a pioneer of its kind, using monocoque construction, a transverse engine and front-wheel drive. The new one continues the trend. Suspension is independent up front and via a rigid axle, leaf springs and load-sensitive dampers at the rear. Seven-speed dual-clutch automatic gearbox and 4Motion four-wheel drive are options.

**ENGINE**

Installation	Front, transverse, front-wheel drive
Type	4 cyls in line, 1968cc, twin-turbo, diesel
Made of	Iron block, aluminium head
Bore/stroke	81.0mm/95.5mm
Compression ratio	16.5:1
Valve gear	4 per cyl
Power	201bhp at 3750rpm
Torque	332lb ft at 1400-2000rpm
Red line	5200rpm
Power to weight	84bhp per tonne
Torque to weight	139lb ft per tonne
Specific output	102bhp per litre

POWER & TORQUE**CHASSIS & BODY**

Construction	Steel monocoque
Weight/as tested	2386kg/na
Drag coefficient	na
Wheels	8Jx18in
Tyres	255/45 R18 103H, Hankook Ventus Prime 2
Spare	Full size

TRANSMISSION

Type	6-spd manual
Ratios/mph per 1000rpm	
1st	3.92/4.5
2nd	2.05/8.5
3rd	1.70/10.3
4th	1.23/14.2
5th	0.94/18.6
6th	0.77/22.7
Final drive ratio	4.60:1

ECONOMY

TEST (TRUE MPG)	Track	24.2mpg
CLAIMED	Touring	44.9mpg
	Average	37.9mpg
	Urban	36.2mpg
	Extra-urban	47.9mpg
	Combined	42.8mpg
	Tank size	70 litres
	Test range	584 miles

SUSPENSION

Front MacPherson struts, coil springs, adaptive dampers, anti-roll bar
Rear Rigid axle, leaf springs, adaptive dampers, anti-roll bar

STEERING

Type Electrohydraulic rack and pinion
Turns lock to lock 2.8
Turning circle 11.9m

BRAKES

Front 333mm ventilated discs
Rear 294mm discs
Anti-lock Standard, with Brake Assist

CABIN NOISE

Idle 49dB Max rpm in 3rd gear 70dB
30mph 63dB 50mph 66dB 70mph 68dB

SAFETY

ABS, ESP, Brake Assist, Front Assist
Euro NCAP crash rating Not tested

EMISSIONS & TAX

CO₂ emissions 171g/km
Tax at 20/40% ppcm £231/£462

ACCELERATION

MPH	TIME (sec)
0-30	4.5
0-40	6.5
0-50	9.0
0-60	11.6
0-70	16.2
0-80	20.3
0-90	26.6
0-100	36.1
0-110	-
0-120	-
0-130	-
0-140	-
0-150	-
0-160	-

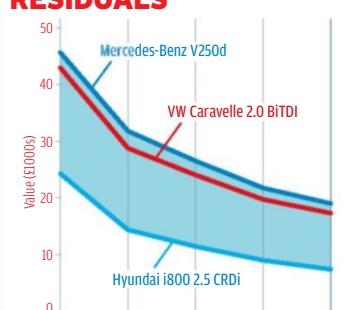
ACCELERATION IN GEAR

MPH	2nd	3rd	4th	5th	6th
20-40	3.2	3.9	-	-	-
30-50	-	4.2	5.3	7.5	-
40-60	-	4.9	5.7	7.5	9.6
50-70	-	-	6.4	8.1	10.2
60-80	-	-	7.5	8.9	11.0
70-90	-	-	-	10.6	12.7
80-100	-	-	-	18.1	15.5
90-110	-	-	-	-	-
100-120	-	-	-	-	-
110-130	-	-	-	-	-
120-140	-	-	-	-	-
130-150	-	-	-	-	-
140-160	-	-	-	-	-

MAX SPEEDS IN GEAR

23mph	53mph	97mph
5200rpm	5200rpm	5200rpm
1	3	5
2	4	6
44mph	74mph	118mph*
5200rpm	5200rpm	5200rpm

*claimed
RPM in 6th at 70/80mph = 3084/3524

RESIDUALS

● CAP puts the VW a cut above most van-based MPVs on retained value, and competitive with most cars.

AUTOCAR ROAD TEST

Read all of our road tests autocar.co.uk

Volkswagen Caravelle

AUTOCAR VERDICT ★★★★☆

Slavishly functional but sensationally versatile. Respectable to drive



The Caravelle started this test feeling like a car out of time. Although it finishes it with more than a suggestion of that initial impression lingering, its major victory is to justify its continued existence under the threat of numerous, ultra-desirable seven-seat SUVs. A Land Rover Discovery isn't this useful, a Ford Galaxy isn't this habitable, spacious, flexible or capable, and neither can be specified so deliciously as to suit the exact role you intend for it.

The Caravelle has become the king of multi-purpose vehicles, and if what you want is a vehicle to do absolutely everything, and in which to do everything – including eat, sleep, work and more – it has no equal. Such size and versatility will, of course, be above and beyond what most families will ever need and penalises the Caravelle in so many ways – notably on performance, ride refinement and visual appeal. But those penalties are relative only to cars of considerably less versatility.

No 5248

TESTERS' NOTES



MATT SAUNDERS

Nice to see thoughtful details such as the cupholders. The ones in the rear are asymmetrical: smaller drinks holders on one side and a bigger bottle holder on the other.



NIC CACKETT

Nearly gave myself a hernia moving the rear seats around. Without sitting in them to do it, sliding the second-row pews back and forth involves a good deal of desperate jostling – not great if you're just trying to make use of the space.

SPEC ADVICE

No half-measures. Have a full-house 2.0 BiTDI Executive with four-wheel drive and DSG (£47,906); add laminated glass (£222), extra side airbags (£312), parking heater (£1734), off-road suspension (no-cost option) and Good Night Package (£348).

JOB FOR THE FACELIFT

- Refine the chassis for better ride isolation.
- Keep working on the seating versatility. They could be easier to slide and remove.
- Add more rear-seat entertainment options.

**AUTOCAR
ROAD TEST
TOP 5**



MAKE	VOLKSWAGEN	MERCEDES-BENZ	HYUNDAI	FORD	VAUXHALL
Model	Caravelle 2.0 BiTDI Exec SWB	V250d Sport	i800 2.5 CRDi auto	Tourneo Custom Titanium	Vivaro Combi 1.6 CDTI
Price	£43,322	£46,015	£26,825	£33,825	£28,315
Power	201bhp at 3750rpm	187bhp at 3800rpm	166bhp at 3600rpm	153bhp at 3500rpm	123bhp at 3500rpm
Torque	332lb ft at 1400-2000rpm	354lb ft at 1400rpm	325lb ft at 2000-2500rpm	284lb ft at 1600rpm	236lb ft at 1500rpm
0-60mph	11.6sec	9.1sec (claimed, to 62mph)	14.4sec (claimed, to 62mph)	na	na
Top speed (claimed)	126mph	128mph	112mph	na	na
Fuel economy (combined)	42.8mpg	47.1mpg	32.1mpg	43.5mpg	49.6mpg
Kerb weight (claimed)	2386kg	2105kg	2248kg	2104kg	1807kg
CO ₂ /tax band	171g/km, 32%	166g/km, 31%	231g/km, 37%	172g/km, 32%	149g/km, 27%
Last word in multi-purpose versatility. Decent to drive and nicely finished.					
★★★★★					
Feels sufficiently upmarket to justify its price. Refined but no better to drive than the VW.					
★★★★★					
Extra-value Korean option is comfortable and respectable to drive but showing its age.					
★★★★★					
Excellent seating flexibility makes the Transit a clever minibus. Not so fanciable.					
★★★★★					
Short on both power and passenger car features, but it's a cheap and frugal choice.					
★★★★★					

Verdicts on every new car, p74

YOUR VIEWS

Write to Autocar
autocar@haymarket.com

LETTER OF THE WEEK

Fuelling the debate

Tim Dickson (Our Cars, Ford Focus, 2 December) is right in saying that the diesel engine wasn't designed for short, local runs.

However, petrol is a solvent and consequently washes the oil off the cylinder walls of petrol engines. This is particularly damaging if the engine is frequently started and switched off before the engine has reached its normal operating temperature. Diesel, on the other hand, is an oil and does not have this damaging effect – one reason why diesel-engined vehicles vastly outlive their petrol-engined counterparts.

David Morgan
via email



WIN

Letter of the week wins a ValetPRO exterior protection and maintenance kit worth £58.95

Valet PRO
PROFESSIONAL VALETING SUPPLIES

WHY DETUNE IT, HONDA?

Having been one of the first UK owners of the previous Honda S2000 (with the twitchy chassis), I think the new version sounds superb (This Week, 2 December). If its looks are matched by the dynamics, it'll sell like hot cakes.

I am a little confused about why Honda is considering a detuned Civic Type R engine for the more powerful version, though. Surely 306bhp powering the rear wheels of a sports car makes more sense than a 306bhp front-wheel-drive hatchback, and the S2000 ranks higher in its model hierarchy. Honda should also keep it simple and avoid a hybrid powertrain to save weight and cost.

Mark Fisher
via email

Honda would make a business case for it.

Swindon is preparing to build a US-only Civic Coupé – most likely too unremarkable for Europe. Honda has also invested heavily in the Civic Type R and surely wants to spread the cost where possible. Why not mate that Civic Coupé body with the Type R running gear and Integra Type R badge? The Integra Type R has a solid enthusiast following.

It's worth remembering Honda's reputation for engineering integrity, VTEC and sharp front-drive handling being highlights. A new Integra Type R – if properly done – would offer maximum halo reward for minimum financial exposure. Spoken like a true accountant!

Mike Spencer
via email

OH, MG!

Like you, I am excited by the prospect of the return of the affordable rear-drive



Civic Coupé: give it Type R running gear

without much sportiness from them and, next year, a Chinese Kia Sportage. Please, Autocar, have a word with them. Go over the heads of Longbridge. They seem to be part of the problem. Sports car lovers everywhere need your help.

John Miles
via email

INTERIOR MOTIVES

The new Mazda MX-5 is very nice, but Fiat will be missing a trick if it uses the same poor interior for its 124 Spider.

The Mazda has no glovebox (just a solid plastic panel in front of the passenger's knees), the seats are plain and slab-like (even in the leather option), the sat-nav looks like an aftermarket add-on and, worst of all, the rotary control knob is so badly located that you continually hit it with your wrist as you drive, changing what is displayed on the screen.

If Fiat offers some more attractive

BRAND INTEGRA-TY

I read your news story on the S2000 (This Week, 2 December), wondering how

AUTOCAR What you're saying on autocar.co.uk

Volvo's new S90 revealed

Sad Volvo has moved away from the floating console, but the interior looks fantastic: simple and plush at the same time. It deserves more success than the S80 had.

Tuga

Front looks great, profile looks great, interior looks great. And then we get to the rear end... oh.

disco.stu

The rear isn't perfect,



but there are worse. That interior looks inviting; I bet you could do mega miles and still feel fresh at the other end.

duperstevie

Nice to have some competition in a once-boring market. If German stuff isn't your cup of tea, it's well worth a test drive.

dipdaddy

Why water down the Civic Type R's 306bhp for the new S2000?



NEXT WEEK

Inside the magazine – on sale 30 December

ROAD TEST



Audi R8 In-depth eight-page assessment of Ingolstadt's second-generation sports car



INSIGHT
2015's winners and losers
Who gained market share this year, who lost out and why

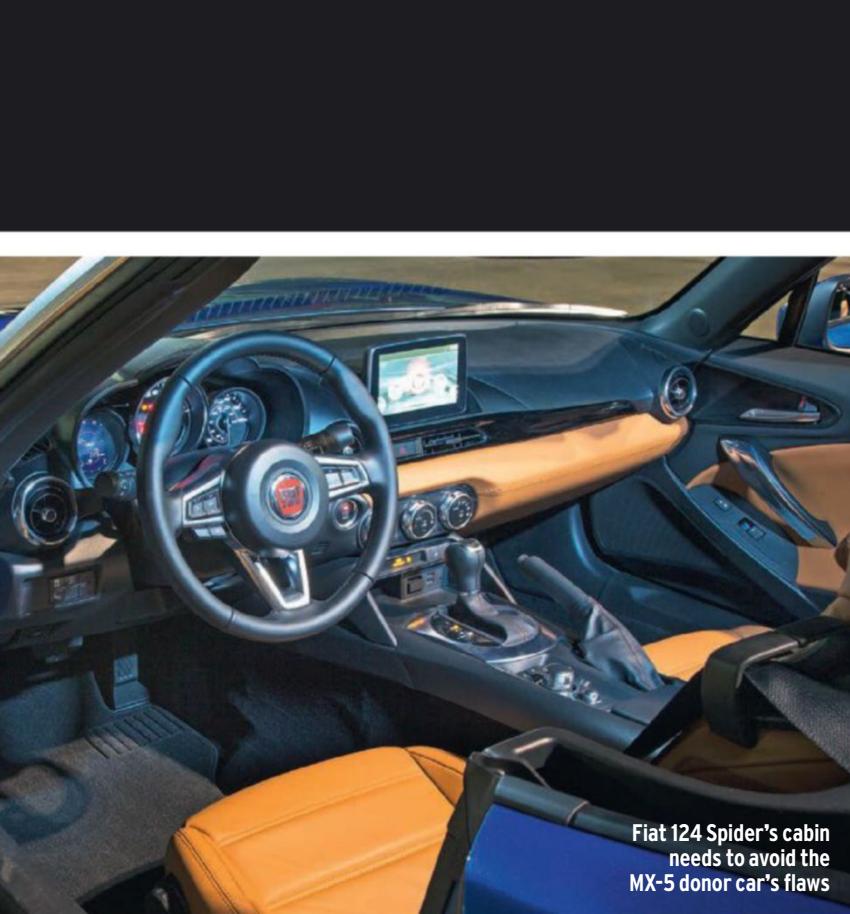


FIRST DRIVE
Ford Shelby Mustang GT350
Our verdict on the most powerful production V8 Mustang yet made

PREVIEW



What to do in 2016 Road trips, museums, races and other vital things to do next year



Fiat 124 Spider's cabin needs to avoid the MX-5 donor car's flaws

seat options and addresses the obvious ergonomic design deficiencies, then it will have a hit.

Tim Raymond
via email

BRAKING BAD

On the continuing subject of illumination during these short winter days, I would like to highlight the growing trend of manufacturers fitting even higher-intensity brake lights (Mercedes-Benz and BMW especially).

Okay, very understandably, it's a fundamental safety feature, but not when so many lazy drivers never seem to use their handbrakes. On numerous occasions, I have had to use my sunvisor at night-time while sitting in 'red glare' traffic.

I guess this is also partly due to the increasing fitment of electric parking brakes (which nobody bothers to use 'on

the fly'), auto/dual-clutch gearboxes and the aforementioned lazy drivers. Again, I suppose it's better than a 20-year-old Vauxhall Corsa with no high-level brake light and a blown stop light bulb.

Dave Nicholas
via email

NIGHTMARE AFTER CHRISTMAS

Steve Cropley reckons the roads are deserted on 27 December (A Week in Cars, 2 December). Steve, try the M6 on that day. It's practically gridlock...

David Sutherland
via email

A SERIES ISSUE

I've recently purchased a BMW 4 Series Gran Coupé and I'm extremely pleased with it. I thought I'd have a look at your comments in the 'New Cars A-Z' section and was puzzled to see the car described as a four-door when it's a five-door and dismayed to see that it was "a pretty 3 Series. Very good but not better".

I think it would be only fair to add that it is "a prettier 3 Series with a hatchback adding practicality. Very good and better".

Bill Patterson
County Down, Ireland

A WHEEL PROBLEM

Steve Cropley's mishap with an alloy wheel (A Week in Cars, 2 December) reminded me of their other drawbacks: they get dirty quickly, are difficult to clean and then corrode if neglected. I hate the things.

I also understand that, unexpectedly, they're heavier than steel ones, which, with attractive, cleanable and replaceable hub caps, are much more sensible. Unfortunately, once you stray above rock-bottom spec, you usually have no choice but to put up with alloys.

Michael J Bacon
Towcester, Northants



CONTENTS SUBJECT TO CHANGE

OUR CARS

A week in the life of Autocar's fleet



Andrew Frankel



Stan Papior



John Bradshaw



Dan Trent



Lewis Kingston



Michele Hall



Tim Dickson



Luc Lacey



Audi TT Roadster

FINAL REPORT Living with the drop-top version of Audi's latest TT has proved to be an even more rewarding experience than that of the coupé that preceded it

Neearly six months after a TT Coupé made way for this TT Roadster in my life, the time has come for the drop-top to return to Audi.

It's been interesting to try the two TTs back to back. Conceivably they could compete with each other; if you have £30,000 or so (or, more likely, around £500 a month) to spare on running a car, either the earlier four-wheel-drive TT Coupé or this two-wheel-drive

Roadster would fit a similar-sized bill.

I'll be honest, I've enjoyed the soft-top more, because late summer and autumn are good times to drop the roof – something that is particularly quick and easy to do in the TT.

Cleverly, the air conditioning remembers your settings from the last time you put the hood down or up, so it doesn't keep blasting cold air at you when you drop the roof, or toast

you when you plonk the hood back on again. Because I'm a photographer, I find that particularly handy; quite often I'll drop the roof in conditions I wouldn't normally appropriate, in order to shoot car-to-car tracking shots while kneeling on the seat (with someone else driving).

An Audi isn't always the best car to track out of, because the ride can be a little jittery. But despite running on 19in alloys and S line suspension,

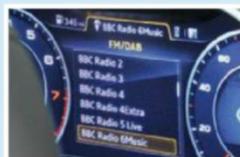
the Roadster's ride is quite settled – certainly more so than that of the coupé that preceded it. That car ran on 20in rims but was otherwise, apparently, on the same suspension set-up. Curious.

This TT also uses the same kind of engine as the coupé: a turbocharged 2.0-litre petrol unit. It drives through a six-speed manual gearbox, a smooth-shifting unit whose gearlever is sited as well as the rest of the controls. The TT

LOVE IT



VIRTUAL COCKPIT
Instrument panel graphics – particularly the nav – never failed to impress.



MULTIMEDIA SYSTEM
Audi's MMI is one of the slickest infotainment systems around.



EXHAUST NOTE
Select Dynamic mode and the engine sounds particularly raspy.

LOATH IT



CUPHOLDER
Second cupholder beneath the centre armrest is too far back to reach.



SEATBELTS
Absence of B-pillars means they hang untidily from a strap when not in use.

JAGUAR
XELAND ROVER
DEFENDERLEXUS
NX300HMAZDA
CX-3MAZDA
MX-5MCLAREN
650S
SPIDERRANGE ROVER
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CELERIOVAUXHALL
CORSA VXRVOLKSWAGEN
GOLF R

Darren Moss



Matt Prior



Mark Pearson



Mel Falconer



Matthew Burrow



Mark Tissshaw



Steve Cropley



Matthew Burrow



Tom Webster



Matt Burt



John McIlroy



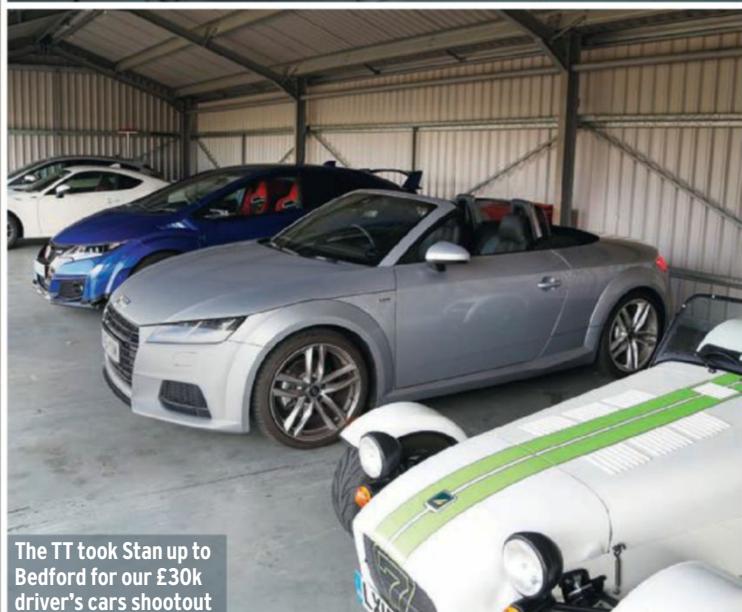
Steve Cropley



Mark Tissshaw



Allan Muir



The TT took Stan up to Bedford for our £30k driver's cars shootout



The 2.0 TFSI is good for 0-62mph in 6.2sec

Dealer visits left a favourable impression

has a great driving position, although in the summer the part-leather, part-Alcantara seats could become a bit sticky when it was hot.

That's a pretty small foible in what's otherwise a good cabin, though. All of the switchgear looks and feels great, right down to the digital instrument panel. I love Audi's Virtual Cockpit and found that it works really well. There were times when I'd been away on a job for a couple of days, come back from the airport, climbed into the TT and naturally reached for the right button to adjust the stereo or a navigation setting. When you flit between as many cars as we do in this job, finding one that, ergonomically at least, fits you so well is really valuable.

Not that I love everything about the Audi, of course, but the issues are few. During its time with me, it had a couple of return visits to the dealer – the swanky West London Audi showroom

When you flit between as many cars as we do, to find one that fits so well is valuable

you may have seen from the elevated section of the M4. They weren't for anything serious, though – just minor interior problems. Although I loved the look of the cabin, the coin tidy lid became stuck; likewise the wind deflector switch, while the door card clip came loose and rattled when I turned up the stereo, and there was a squeak from the rear that turned out to be caused by the bootlid hinges' bumpstops.

In the end it took two visits to the dealer before all the necessary replacement bits arrived and had been fitted. The headlights were realigned at the same time, but the service was always exemplary; you get greeted by a team who look after you very nicely indeed, although it's a shame I had to

see them twice, rather than once. But anyway, everything got done in the end.

The TT Roadster was returned with just 7900 miles on the clock, so it didn't need a first service and we weren't able to factor that into the running costs. All of the remedial work was carried out under warranty, so beyond petrol, there weren't any extraneous expenses. The TT sipped fuel at a rate of 34.3mpg, which I think is pretty respectable for a car that can reach 62mph from rest in 6.2sec and which I don't go out of my way to drive economically. When I did try, I managed 38.8mpg. I was happy enough with those figures – hardly a surprise, because overall I was happy enough with the TT Roadster.
stan.papior@haymarket.com

TEST DATA

AUDI TT Roadster 2.0 TFSI S line

TEST STARTED 29.7.15

Mileage at start 1050

Mileage at end 7945

PRICES

List price then £34,650

List price now £34,650

Price as tested £40,315

Dealer value now £31,500

Private value now £30,500

Trade value now £29,500

OPTIONS

MMI Navigation Plus (£1495), electronic climate control (£595), 19in alloy wheels (£450), rear parking sensors (£430), wind deflector (£425), leather package (£395), heated front seats (£325), Audi sound system (£270), storage and luggage pack (£175), LED interior lighting (£270), front centre armrest (£175), automatic lights, wipers and mirrors (£110), S line suspension (nco)

CONSUMPTION AND RANGE

Claimed economy 45.6mpg (combined)

Fuel tank 50 litres

Test average 34.3mpg

Test best 38.9mpg

Test worst 28.9mpg

Real-world range 377 miles

TECH HIGHLIGHTS

0-62mph 6.2sec

Top speed 155mph

Engine 4 cyls, 1984cc, turbo, petrol

Max power 227bhp at 4500rpm

Max torque 272lb ft at 1600rpm

Transmission 6-spd manual

Boot 280 litres

Wheels 8Jx19in

Tyres 245/35 ZR19, Hankook Ventus S1

Weight 1320kg

SERVICE AND RUNNING COSTS

Contract hire rate £514

CO₂ 144g/km

Service costs None

Other costs None

Fuel costs £1050

Running costs inc fuel £1050

Cost per mile 15 pence

Depreciation £10,635

Cost per mile inc depreciation £1.47

Faults Door rattle, switchgear foibles, squeak from bootlid hinge bumpstops (all fixed under warranty)

PREVIOUS REPORTS

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McLaren 650S Spider

Mileage | 6951 Its itinerary has included Silverstone (twice), drag racing and Goodwood

Share and share alike is a motto I'd usually happily live by. Except when colleagues ask to drive the 650S Spider, that is. Put simply, I'd like it all to myself all the time. Still, a few have caught me off guard, pounced upon a weakness and had a go.

Matt Prior was one of them. He took it off to RAF Alconbury so it could take part in some drag racing for some videos and the feature on p32 of this issue. He found the launch control easy to use and said it was "quite fast". Quite.

Back in the autumn, John McIlroy took the 650S down to the Goodwood Revival, where there was a special celebration of Bruce McLaren's life. His verdict on the car: "You forget how rare it is, perhaps because it's so straightforward to drive. We got tons of looks when we drove it into the car



Our 650S Spider took on a BSB Honda superbike and a BTCC Civic at Silverstone



Neal and Linfoot both loved the 650S

park at Goodwood – people pointing, that sort of thing."

More pointing took place at Silverstone, where James Drake of our sister brand Pistonheads drove it so that it could take centre stage in one of their Sunday Service events. It was a hit and pictures of it have cropped up on the Pistonheads forum.

"Interestingly, the garages that we were allocated were the ones in which McLaren put a marble floor down for the British GP some years ago," said James. "Perhaps they knew we'd be making use of it all this time later."

The 650S was back at Silverstone a week or two later for more filming with Prior, who put it up against Honda BTCC driver Matt Neal and Honda British Superbike rider Dan Linfoot.

Of course, my new-found generosity in sharing the keys extended to allowing Neal and Linfoot to have a go. Neal went first, raved about the brakes, loved how it turned in and was surprised at just how approachable it was.

Linfoot was next, and it was the first supercar he'd driven. He loved it, too, having been like a caged animal waiting to have a go and then having his heart still race half an hour after driving it.

Right, can I have the keys back, please? mark.tisshaw@haymarket.com

McLaren 650S Spider

Price £215,250 **Price as tested** £255,930
Economy 23.2mpg **Faults** Patchy radio signal
Expenses None **Last seen** 4.11.15



Ford Mondeo

Mileage | 11,732

Despite having spent an inordinate amount of time in its middle, my recent experience of the Mondeo has orbited around what's going on in the front and the back.

In the nose, the 148bhp 2.0-litre Duratorq engine is now fully worn

into its distant grumble by the constant effort of meandering round and round the motorway network. The performance has been within expectations, but with the optimism of a mother's love, Ford quotes beyond 65mpg combined for the Mondeo. I've seen more like 41mpg.

That's a reflection of my right foot and enthusiastic driving style.

This is real-world testing of the sort conducted by every sales rep ever encouraged to take meetings in Croydon, Nuneaton and Bristol on the same day, and the Mondeo's modest return will be no surprise to them. But to everyone else, the economy must look paltry. Therefore, in their interests – and in mine, one speed awareness course having already been attended – I will endeavour to slow down between now and my next missive in the hopes of recording 'above' average economy instead of a rather more fraught 'below'.

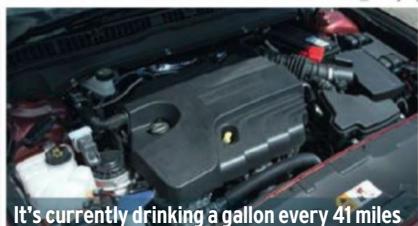
The issues at the back of the Mondeo are rather more specific. The once-stiff tailgate, remedied by Ford, revealed its increased ease of use by coming down on my head in high wind while I was taking photos from the boot, much to the amusement of all following.

It would be nice if Ford fitted those gizmos that keep the seatbelts from falling behind the rear seats when you put them back upright. A mechanism

in the boot for collapsing them back down again would be useful, too. I realise that I probably use that function more than most Mondeo owners, but if you're going to make the nation's favourite saloon into a permanent hatchback, it's worth getting these things right. Especially now that I've slowed down enough to appreciate the little things.

luc.lacey@haymarket.com

Ford Mondeo 2.0 TDCi Titanium 5dr
Price £24,545 **Price as tested** £27,465
Economy 41.1mpg **Faults** Stiff boot struts
(below fixed) **Expenses** None **Last seen** 18.11.15



It's currently drinking a gallon every 41 miles



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BMW M4

Mileage | 12,339 A soaking wet track day at Brands Hatch provides one or two surprises

Last time I wrote about the M4, I was musing on how it appeared pinched between two of its own stablemates – the mad, bad M4 GTS and the cheaper but damned near as potent M2. Nobody has driven either yet, but if these in-house alternatives weren't already enough to have the M4 quaking in its boots, the new Mercedes-AMG C63 S Coupé certainly should.

So I did what any sensible man with an M4 should do: namely, head off to a track day to dig a little deeper and see if it really has the necessary mettle.

I've spent a long time talking about how spiky and aggressive the M4's power delivery is. So when I turned up to Brands Hatch in the pouring rain, I was very, very glad I'd swapped the near-bald rear tyres for the fresh set I'd been carrying around in the boot. I'd need all the grip I could get.

Starting with DSC on, I saw a lot of flashing yellow lights on the dashboard, frequent stabs of intervention not helping my already jittery nerves. Swallowing a brave pill, I then went out in M Dynamic mode to see just how sketchy it would be. I was in for a shock.

With a looser grip on the reins, the M4 actually felt massively more confidence-inspiring. True, tip-toeing



M4 revealed its playful side after switching to M Dynamic mode between sessions

around that spike of boost demanded delicacy on the throttle. But with more freedom, the communication through the chassis and steering made this surprisingly easy to read. And a car I'd previously described as twitchy revealed itself as playful and better able to put its power down than expected.

The active differential is key, and if you're patient and let it distribute the power to where it can be best deployed, your reward is serious pace. Or easily managed and outrageous drifts. It's your choice.

Those extravagant carbon-ceramic brakes proved their worth, too, especially having experienced how quickly the brake pedal wilted in similar conditions in a V8 M3. And if you've noted a dip in my car's average fuel economy, that's because I did a tank of fuel at Brands in just 75 miles. Typically, I'll be tipping over 300 on the road before looking to fill up.

PHOTOGRAPHY TIM BROWN



Tow hook had to be fitted at Brands but wasn't needed

THE LOG BOOK



Lexus NX300h

Mileage 9985 Last seen 18.11.15

Despite the abundance of crossovers on our roads, it's the progenitor of the breed, the Nissan Qashqai, which still grabs the limelight. Like our NX, it's refined, spacious and easy to drive. In many ways it plays Sinatra to our car's Matt Monro. Our NX is impressive, but the Qashqai will always be chairman of the board. MP



Suzuki Celerio

Mileage 6009 Last seen 18.11.15

Knowing that the Celerio is 80-90kg lighter than the Volkswagen Up, I've spent the past 6000 miles wondering why it feels so rigid and rattle-free. It's down to good design and an absence of weighty gadgets, I guess. True, the trim doesn't feel substantial, but it's perfectly durable. As a result, I've come to prefer the performance and extra economy that lightness brings. SC



Volkswagen Golf R

Mileage 5880 Last seen 28.10.15

There's something odd about the way the side skirts fit on the Golf R. They appear to be slightly too long for the car, sticking out by several millimetres into the rear wheel wells. Maybe they're like that for aerodynamic reasons, or it's a visual trick, but the gap they leave isn't all that tidy and could easily fill up with muck in winter. AM

BMW M4

Price £55,635 Price as tested £73,870

Economy 23.7mpg Faults None

Expenses None Last seen 18.10.15



Scrapheap challenged

Prices for scrap metal have fallen, which is good news for Bangernomics fans. **James Ruppert** reports

Much of the motivation for this column comes from you, dear Autocar reader, and people who just randomly email from around the world to chat about used cars. So I am indebted to a Mr B, who did the decent thing and popped into his local scrappie to get a replacement door handle for his X-reg Ford Fiesta. He asked the proprietor about the scrap value of his car. Irrespective of any MOT element, to them it is just a potential cube of metal. So it would be £30 if he left it with the scrappie or, if they had to get the lorry out and fetch it, nuffink.

The official explanation is that scrap has dropped in value dramatically during the past three weeks, because the Chinese are no longer so keen on

scrap metal. Mr B reckons that it can lead to only one thing: cheaper used cars, especially aged runners.

I think he's right. And actually, £30 was a pretty good deal. I do take a peek a scrap prices from time to time and the going rate seems to be £25 a ton. It varies by the day but, unlike anything copper, rusty metal does not have the same allure to scrappies. That's why we need to get in the way of the scrappie and scoop up roadworthy cars.

This means we need some mechanism whereby perfectly good cars aren't just thrown away. The part-exchange system can certainly save some, if they get pinged off to auction. Often it is private sellers who don't feel happy with what they have been offered



A ton of this stuff is worth typically £25

via the traditional channels. They just need to be calmed down and introduced to someone who would buy their car for a fair price and use it. I suppose that's called a classified ad.

Often, though, people don't know what they have or what they should do with it. I was contacted by a gentleman sorting out the garage of a deceased friend and inside it was a low-mileage Honda Civic Coupé. If you were hoping

A local dealer paid a few hundred quid for a Honda Civic Coupé found in a garage. It started on the second try



P70 James Ruppert
Used car expert



P72 Alan Taylor-Jones
Deals expert



P74 Nic Cackett
Data expert



Some cars end up being scrapped instead of resold

BANGERNOMICS BEST BUYS



READER'S CAR: FORD FOCUS

Colin Strickland was looking for a first car for his 17-year-old son. He found this 53-plate Ford Focus 1.6 Zetec advertised as 'spares or repair' for £350 because of a small dent on the rear and intermittent running problems.

"However, when I spoke to the owner, the car seemed to tick all the boxes: full history, recent cambelt change and all the right things fixed," says Colin. "So for £300, plus the cost of a coil pack (£20) and a second-hand bumper (circa £40), we seem to have got a very nice Focus."

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WHAT CAUGHT MY EYE THIS WEEK: BATTERY SWAP

Save a fortune – well, 30-odd quid – by fitting a battery yourself. That's provided you can find it and avoid the 'fitting' and disposal charge (take it to the recycling centre yourself) that suppliers offer.



USED CAR DILEMMA: AUDI A6

The A6 falls through the cracks between the A4 and A8 and no one seems to know that it's there. However, if you want a spacious, mostly diesel-powered posh saloon, nothing else is better value.

BIG

FORGETTABLE
SALOON



to find anything in a garage that wasn't a 'barn find' Bugatti, you'd want it to be a Honda, because you'd know that after fitting a new battery, it would fire up immediately.

Now, some people may well have phoned the scrap fellow, who would have taken it away for free and presumably cubed it. As it turned out, a local car dealer did pay a few hundred quid for it and the Honda started on the second try from a jump start. So the car is saved and will be resold for £795 or something.

To take advantage of ultra-low scrap prices, then, we need a better way of putting good cheap cars into the hands of eager converts to Bangernomics. I look forward to hearing from you.

Quick quarter-milers for less than £10k

Inspired by our drag racing feature on p32?
Alan Taylor-Jones picks six cars that give lots of bang for your buck and scope for further tuning

1 Subaru Impreza WRX (1992-2002)

Avoid the naturally aspirated models and the Impreza offers some key ingredients for drag dominance. The early cars are light, they have four-wheel drive and they come with immensely tuneable turbo engines.

Standard UK cars will be brisk with around 210bhp but the Japanese-market WRX and STI models have up to 276bhp. In both

instances, there is much more power to be extracted.

Getting a car into the 10-second bracket is a doable if expensive process. At least prices start at a little over £1000 for a high-mileage car with some MOT. They are reliable if cared for but that's unlikely at this money. Still, less than £7000 will get you a cracker.



2



Toyota Supra (1992-2002)

There's a very good reason why this generation of the Toyota Supra was one of the early stars of a certain car-based film franchise: it can be made to go incredibly quickly. The twin-turbo in-line six may have had 'only' 276bhp in Japanese spec but it can be taken to well over double that.

For an outlay of less than £10,000, you're probably only going to find one equipped with an automatic gearbox these days, but that isn't a problem if you're living life a quarter of a mile at a time. Many examples will have been modified so keep a watchful eye out for any shoddy workmanship.

Nissan Skyline GT-R (1989-1998)

Prices are rising on the R32 and R33 Skyline GT-R but you can still find them for under £10,000. The GT-R was meant to have 276bhp but they all seem to dyno at more than 300bhp. There are plenty on offer with over 400bhp,

though, and the RB26 twin-turbo straight six is immensely strong.

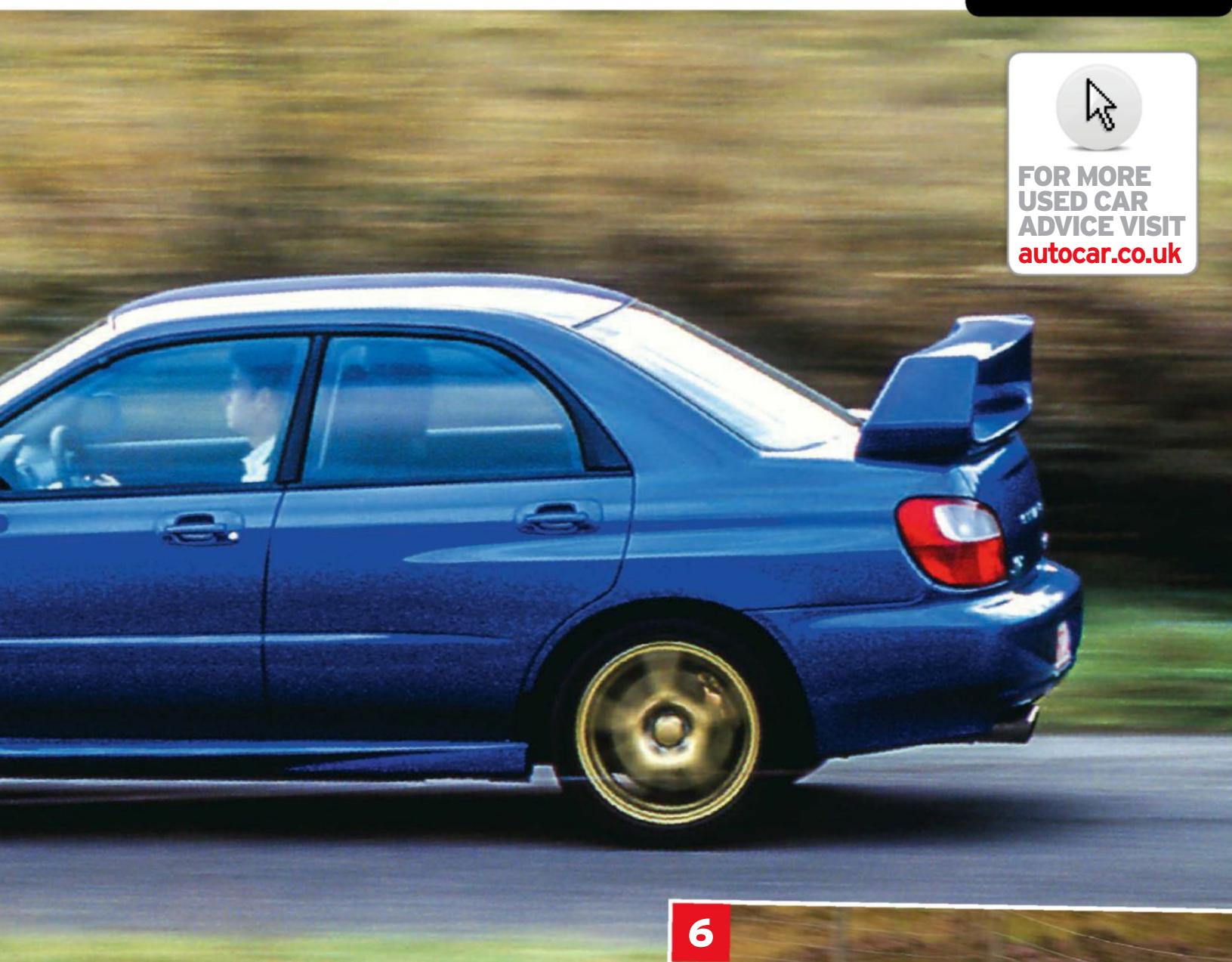
The GT-R's four-wheel drive helps it launch even harder. With enough tuning (and money), a road-legal car can run a quarter mile in the eight-second range.

3





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4



Mercedes-Benz CL600 (2003-2006)

This old barge may seem an odd choice but has one very big thing going for it: a twin-turbo V12. The 493bhp powerhouse gives a 0-60mph time of under five seconds and 0-100mph in just over 10.

They're rare but you can pick one up for less than £9000. If you're certifiable, you could then ditch much of the interior to lose weight and look at extracting even more power from the V12. Brabus got over 700bhp out of it. Be prepared to spend lots on maintenance, though.

5



Chevrolet Camaro (1997-2002)

As they love to say in the US, there ain't no replacement for displacement. With a 5.7-litre V8, the 325bhp fourth-gen Camaro is quick out of the box.

Opt for a later version with the aluminium-block LS1V8 and there's a raft of bolt-on parts to hike power significantly. They can be turbocharged to produce horsepower well into four figures, if you throw enough money at it.

You can get one for £7000 but budget plenty of cash for petrol.

6



Audi RS6 (2002-2004)

The Audi RS6 follows a similar recipe to the Subaru Impreza but with everything doubled. There are twice as many cylinders, twice the power and not far off twice the weight, either.

Available as a saloon and an estate, the RS6 is capable of 0-62mph in 4.6sec thanks to a twin-turbo V8 with 444bhp

and its quattro four-wheel drive. As with most modern motors running forced induction, extra power is fairly easy to extract. Upwards of 500bhp is just an exhaust and remap away.

Prices may start at around £7000 but we'd hunt down a cared-for example at £10,000 or, ideally, above.

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Autocar's star ratings explained

★★★★★	Inherently dangerous/unsafe.
★★★★★	Tragically, irredeemably flawed.
★★★★★	Appalling. Massively significant failings.
★★★★★	Very poor. Fails to meet any accepted class boundaries.
★★★★★	Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
★★★★★	Off the pace. Below average in nearly all areas.
★★★★★	Acceptable. About average in key areas, but disappoints.
★★★★★	Competent. Above average in some areas, average in others. Outstanding in none.
★★★★★	Good. Competitive in key areas.
★★★★★	Very good. Very competitive in key areas, competitive in secondary respects.
★★★★★	Excellent. Near class leading in key areas, and in some ways outstanding.
★★★★★	Brilliant, unsurpassed. All but flawless.



Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 85

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
ABARTH					ABARTH					ABARTH				
500 3dr hatch	Good value hot hatch. In Esseesse trim it's great fun to drive	★★★★★			500 3dr hatch	£16160	103 98 13	5.9 V12	-	500 3dr hatch	£16160	133 155 26	5.9 V12	-
1.4 T-Jet	£14205 133 155 26				500 CONVERTIBLE	£2dr open	Open-top hot hatch; has a softer ride than the 5-door car	★★★★★		500 CONVERTIBLE	£141995	170 320 33	5.9 V12	-
1.4 16v Turbo T-Jet	£16005 133 155 27				DB9 VOLANTE	2dr open	Facelift a big improvement dynamically	★★★★★		DB9 VOLANTE	£16110	133 155 27	5.9 V12	-
ALFA ROMEO					DB9 Volante	2dr open	Enchanting looks, but ride is choppy. Manual is best	★★★★★		DB9 Volante	£131995	170 320 33	5.9 V12	-
MITO 3dr hatch	Classy, well equipped and cheap. No dynamic benchmark	★★★★★			VANQUISH	2dr coupé	Looks the business, too	★★★★★		VANQUISH	£189995	565 335	5.9 V12	-
0.9 TB TwinAir 105 Distinctive	£16160 103 98 13				AUDI					AUDI				
0.9 TB TwinAir 105 QV Line	£16160 103 98 13				A1 3dr hatch	Audi's answer to the Mini. Fun and refined				A1 3dr hatch	£110700	140 299	5.9 V12	-
1.4 140 M air TCT Distinctive	£17710 138 124 19				A1 3dr hatch					A1 3dr hatch	£110700	140 299	5.9 V12	-
1.4 140 M air TCT QV Line	£18460 138 124 20				A1 3dr hatch					A1 3dr hatch	£131995	170 320 33	5.9 V12	-
1.4 170 M air O'Vérde	£20300 168 139 26				AUDI					AUDI				
1.3 JTDM-2 105 Distinctive	£16165 94 90 11				AUDI					AUDI				
1.6 JTDM-2 120 D'live S-S	£17910 118 114 19				AUDI					AUDI				
1.6 JTDM-2 120 QV Line	£18660 118 114 20				AUDI					AUDI				
GIULIETTA 5dr hatch	Stylish, rewarding family hatch. A new era for Alfa	★★★★★			AUDI					AUDI				
2.0 JTDM 175 Excl. TCT	£28400 148 110 20				AUDI					AUDI				
2.0 JTDM 175 QV Line	£27590 148 110 20				AUDI					AUDI				
1.4 TB 120 Progression	£18450 118 149 16				AUDI					AUDI				
1.4 TB 120 Distinctive	£19100 118 149 16				AUDI					AUDI				
1.4 TB Multitronic 170 Distinctive	£21200 168 134 23				AUDI					AUDI				
1.4 TB Multiair 170 Excl.	£22950 168 134 23				AUDI					AUDI				
1.4 TB Multitronic 170 Excl. TCT	£24250 168 121 23				AUDI					AUDI				
1.4 TB Multitronic 170 QV Line	£24700 168 134 23				AUDI					AUDI				
1.4 TB Multitronic 170 TCT	£25950 168 121 23				AUDI					AUDI				
1.6 JTDM 105 Excl.	£19400 114 93 19				AUDI					AUDI				
2.0 JTDM 150 Distinctive	£21930 148 110 20				AUDI					AUDI				
2.0 JTDM 150 Excl.	£23680 148 110 20				AUDI					AUDI				
2.0 JTDM 150 QV Line	£25430 148 110 20				AUDI					AUDI				
4C 2dr coupé	A singular statement. Flawed, perhaps, but the best current Alfa by miles	★★★★★			AUDI					AUDI				
1.75T	£51500 237 159 50				AUDI					AUDI				
ALPINA					AUDI					AUDI				
B3 2dr coupé	Rapid, usable and cheaper alternative to an M3	★★★★★			AUDI					AUDI				
3.0 S Biturbo	£81350 394 224 -				AUDI					AUDI				
B3 4dr saloon	Rapid, usable and cheaper alternative to an M3	★★★★★			AUDI					AUDI				
3.0 S Biturbo	£80350 394 224 -				AUDI					AUDI				
B3 CONVERTIBLE	2dr open. Rapid, usable, cheap alternative to an M3.	★★★★★			AUDI					AUDI				
3.0 S Biturbo	£79940 394 224 -				AUDI					AUDI				
B3 2dr coupé	Rapid, usable and cheaper alternative to an M3.	★★★★★			AUDI					AUDI				
3.0 S Biturbo	£79940 394 224 -				AUDI					AUDI				
B3 TOURING 5dr estate	Rapid, usable and cheaper alternative to an M3.	★★★★★			AUDI					AUDI				
3.0 S Biturbo	£79940 394 224 -				AUDI					AUDI				
B5 4dr saloon	Huge pace, but let down by uninvolved dynamics	★★★★★			AUDI					AUDI				
B5 Biturbo	£71950 505 252 -				AUDI					AUDI				
B5 4dr saloon	Huge pace, but let down by uninvolved dynamics	★★★★★			AUDI					AUDI				
B5 Biturbo	£71950 505 252 -				AUDI					AUDI				
B5 TOURING 5dr estate	Huge pace, but let down by uninvolved dynamics	★★★★★			AUDI					AUDI				
B5 Biturbo	£71950 505 252 -				AUDI					AUDI				
B7 4dr saloon	Makes sense on an auto box but not for the UK	★★★★★			AUDI					AUDI				
4.4 V8 Switch-tronic LWB	£98580 500 282 -				AUDI					AUDI				
D3 4dr open	Precise dynamics with added Alpina kudos and a great engine	★★★★★			AUDI					AUDI				
3.00 Biturbo	£64950 345 139 50				AUDI					AUDI				
D5 4dr saloon	Rapid, usable and cheaper alternative to an M5	★★★★★			AUDI					AUDI				
3.0 Bi-Turbo	£65950 340 155 -				AUDI					AUDI				
X3 4dr 4x4	Alpina's first SUV is a triumph. Huge fast, capable and desirable	★★★★★			AUDI					AUDI				
3.0 XD3	£54950 345 - 49				AUDI					AUDI				
ARIEL					AUDI					AUDI				
ATOM	Odr open	Superbike fast track mentalism. As exhilarating as cars get	★★★★★		AUDI					AUDI				
245	£29321 245 -				AUDI					AUDI				
300	£34319 300 -				AUDI					AUDI				
ASTON MARTIN					AUDI					AUDI				
RAPIDE 4dr saloon	Four-door Aston is more practical, but just as charming	★★★★★			AUDI					AUDI				
5.9 V12 S	£149995 595 355 -				AUDI					AUDI				
VANTAGE 2dr coupe	Stunning Brit sports car. V12s is a new benchmark for Aston	★★★★★			AUDI					AUDI				
4.7 V8	£84995 420 299 -				AUDI					AUDI				
4.7 V8 S	£99995 430 299 -				AUDI					AUDI				
5.9 V12 S	£138000 565 388 50				AUDI					AUDI				
VANTAGE ROADSTER 2dr open	Drop-top suits the Vantage's relaxed nature	★★★★★			AUDI					AUDI				
4.7 V8	£98995 420 299 -				AUDI					AUDI				
A4 AVANT 5dr estate	Highly competent and quality	★★★★★			AUDI					AUDI				
2.0 TDI 110 Sport	laden, leaves dynamic mess to others	★★★★★			AUDI					AUDI				
2.0 TDI 140 Sport	£26935 148 106 24				AUDI					AUDI				
2.0 TDI 184 Sport	£26955 181 112 27				AUDI					AUDI				
2.0 TDI 184 S line	£28205 181 114 28				AUDI					AUDI				
2.0 TDI 184 quattro Sport	£28965 181 127 26				AUDI					AUDI				
2.0 TDI 184 S line	£30115 181 129 26				AUDI					AUDI				
2.0 TDI 184 quattro Sport	£30585 181 129 26				AUDI					AUDI				
2.0 TDI 184 S line	£30715 181 129 26				AUDI					AUDI				
2.0 TDI 184 quattro Sport	£31115 181 129 26				AUDI					AUDI				
2.0 TDI 184 S line	£31225 181 129 26				AUDI					AUDI				
2.0 TDI 184 quattro Sport	£31225 181 129 26				AUDI					AUDI				
2.0 TDI 184 S line	£31225 181 129 26				AUDI					AUDI				
2.0 TDI 184 quattro Sport	£31225 181 129 26				AUDI					AUDI				
2.0 TDI 184 S line	£31225 181 129 26				AUDI					AUDI				
														

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	BMW	Price	Bhp	CO ₂ g/km	Insurance group							
4.2 V8 R55	£69555	444	249	47	2.0 TD1 150 SE	£26920	148	119	20	1 SERIES 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★	216 M Sport	£27175	134	127					
2.0 TD1 177 SE	£34575	175	127	29	2.0 TD1 150 quattro SE	£28490	148	131	20	118i SE	£20245	134	125	18	220i Sport	£27490	187	145			
2.0 TD1 177 S line	£37825	175	127	30	2.0 TD1 150 S line	£29470	148	122	21	118i Sport	£21245	134	129	19	220i M Sport	£28240	187	145			
3.0 TD1 204 S line	£41555	201	138	33	2.0 TD1 150 quattro S line	£31030	148	134	21	118i M Sport	£23075	168	133	19	216d Sport	£25110	114	108			
3.0 TD1 245 quattro S line	£45220	242	167	39	2.0 TD1 184 quattro SE	£23380	148	139	24	120i Sport	£23295	134	136	21	216d Luxury	£27110	114	108			
A6 4dr saloon	The best sprung Audi saloon, and one of the most appealing full stops.	★★★★★	2.0 TD1 184 quattro S line	£31845	181	143	24	120i M Sport	£24950	134	129	22	216d M Sport	£28110	114	111					
3.0 TD1 320 quattro Black Ed	£31165	316	164	44	2.0 TD1 184 quattro S line Plus	£34195	181	148	25	120i Sport	£23735	215	157	28	216d SE	£26255	148	115			
3.0 TD1 320 quattro S line	£48990	316	159	43	Q5 5dr 4x4	Exceptionally good handling for an SUV, but very compromised ride	★★★★★	116i SE	£31200	315	174	29	218d Sport	£27505	148	115					
3.0 TD1 218 Black Edition	£43135	215	127	35	2.0 TD1 180 quattro S line PL	£36270	178	174	29	116d SE	£21180	114	94	15	218d Luxury	£28255	148	115			
3.0 TD1 218 quattro Black Ed	£44895	215	138	39	2.0 TD1 180 quattro S line	£31370	178	174	28	116d ED Plus	£22030	114	89	15	218d M Sport	£29255	148	119			
3.0 TD1 218 quattro S line	£42720	215	133	39	2.0 TD1 180 quattro S line	£32770	178	174	29	116d Sport	£22180	114	103	15	220d xDrive Sport	£32005	187	129			
3.0 TD1 218 quattro S line	£40195	215	133	39	2.0 TD1 225 quattro SE	£32845	222	173	29	116d M Sport	£23880	114	106	16	220d xDrive Luxury	£32755	187	129			
3.0 TD1 218 quattro Black Edn	£46455	268	138	42	2.0 TD1 225 quattro SE	£32845	222	173	29	116d M Sport	£22325	148	104	19	220d xDrive M Sport	£33885	187	129			
4.0 TFSI 450 S6	£56545	429	141	42	2.0 TD1 225 quattro S line	£31500	175	148	25	118d SE	£24950	134	129	22	216d Sport	£28110	114	111			
2.0 TD1 190 Ultra SE	£32295	187	113	32	2.0 TD1 225 q trs 5 line Plus	£37800	222	181	30	118d Sport	£23235	148	109	19	216d SE	£27505	148	115			
2.0 TD1 190 Ultra S line	£34825	187	114	33	2.0 TD1 150 quattro SE	£31720	148	147	21	118d M Sport	£25025	148	114	20	216d M Sport	£28255	148	115			
2.0 TD1 190 Ultra Black Edtn	£36995	187	113	33	2.0 TD1 150 quattro S line	£34120	148	150	21	120d Sport	£24715	187	114	24	216d EfficientDynamics Business	£30175	161	109			
3.0 TD1 218 SE	£38435	215	122	34	2.0 TD1 180 quattro S line	£36655	148	152	22	120d M Sport	£26475	187	118	25	220d xDrive SE	£30975	181	128			
3.0 TD1 218 S line	£40960	215	123	35	2.0 TD1 177 quattro SE	£32610	175	154	24	125d M Sport	£29800	221	121	30	235d Luxury	£33905	218	132			
3.0 TD1 218 quattro SE	£41755	268	133	34	2.0 TD1 177 quattro S line	£35010	175	154	25	125d M Sport	£23525	134	126	36	235d M Sport	£33705	218	132			
3.0 TD1 218 quattro S line	£44280	268	133	34	2.0 TD1 177 quattro S line Plus	£37510	175	154	25	125d M Sport	£21075	168	125	36	235d xDrive Luxury	£34170	133	145			
A6 AVANT 5dr estate	A capable stress buster; build giant killer	★★★★★	3.0 TD1 220 quattro Black Ed	£53230	316	169	44	2.0 TD1 177 quattro S line Plus	£35300	175	154	25	125d M Sport	£23235	148	109	19	235d xDrive M Sport	£34150	133	145
3.0 TD1 320 quattro S line	£51040	316	164	43	Q7 5dr 4x4	Seven seat SUV feels its bulk. A BMW X5 or Land Rover is better	★★★★★	120i Sport	£20715	168	125	36	235d xDrive SE	£34170	133	145					
3.0 TD1 218 Black Edition	£45185	215	130	35	3.0 TD1 225 quattro SE	£38370	241	169	33	120i Sport	£21715	168	128	39	235d xDrive 3 M Sport	£34300	216	141	39		
3.0 TD1 218 quattro S line	£46960	215	144	46	3.0 TD1 245 quattro S line	£40970	241	169	34	120i Sport	£23825	134	136	21	235d xDrive Hybrid 3 M Sport	£41300	216	141	39		
3.0 TD1 218 quattro S line	£47675	215	144	46	3.0 TD1 245 q trs 5 line	£43270	241	169	34	120i Sport	£25525	134	139	22	235d xDrive Hybrid 3 SE	£41385	216	141	39		
3.0 TD1 190 Ultra SE	£36870	187	113	33	2.0 TD1 204 S line	£31515	201	189	37	120d SE	£26905	215	157	38	235d Sport	£42455	134	132	23		
3.0 TD1 190 Ultra Black Edtn	£39045	187	124	33	3.0 TD1 245 q trs 5 line	£35280	237	195	41	120d Sport	£21170	114	94	15	235d Sport	£42505	134	132	23		
3.0 TD1 218 SE	£40485	215	125	34	3.0 TD1 245 S line	£45805	237	195	41	120d Sport	£22560	114	89	15	235d xDrive Sport	£42720	181	148	30		
3.0 TD1 218 S line	£43010	215	125	35	4.2 TD1 340 S line	£57270	335	242	46	120d M Sport	£22710	114	103	17	235d Sport	£42750	181	148	30		
3.0 TD1 218 quattro S line	£43715	268	138	41	4.2 TD1 340 S line Style Edit	£62220	335	242	46	120d M Sport	£24410	114	106	16	235d Luxury	£29905	181	151	31		
3.0 TD1 218 quattro S line	£46330	268	138	42	4.2 TD1 340 S line Style Edit	£65220	335	242	47	120d M Sport	£22855	148	104	19	235d Sport	£29605	181	151	31		
3.0 TD1 320 quattro S line	£48515	316	164	43	2.0 TD1 Sport	£29915	228	141	35	120d Sport	£23855	148	109	19	235d xDrive SE	£28805	181	159	30		
A6 ALLROAD 5dr estate	Rugged 4x4 A6. Even more pricey	★★★★★	2.0 TD1 Sport quattro	£32865	228	153	37	120d M Sport	£25555	148	114	20	235d xDrive Sport	£29110	181	150	31				
3.0 TD1 218 SE	£45785	215	144	39	2.0 TD1 Sport	£32465	228	141	35	120d Sport	£23035	187	114	24	235d xDrive Luxury	£31305	181	162	31		
3.0 TD1 218 quattro Sport	£49455	215	149	40	2.0 TD1 245 S line	£34905	237	189	36	120d Sport	£27005	187	118	25	235d xDrive M Sport	£31105	181	162	31		
3.0 TD1 218 quattro S line	£47315	268	149	42	4.2 TD1 340 S line	£57270	335	242	46	120d M Sport	£20055	187	124	32	235d Sport	£30470	216	149	35		
3.0 TD1 218 quattro S line	£46330	268	149	42	4.2 TD1 340 S line Style Edit	£62220	335	242	47	120d M Sport	£28355	187	119	24	235d xDrive SE	£307070	216	149	34		
3.0 TD1 320 quattro S line	£50105	316	172	44	2.0 TD1 Sport	£32360	181	116	35	120d M Sport	£29330	221	121	30	235d xDrive Luxury	£33005	216	151	36		
3.0 TD1 320 quattro S line	£52125	316	172	44	TT ROADSTER 2dr open	Takes the edge off its TT looks - but still hugely competitive	★★★★★	120d Sport	£23235	187	114	37	120d Sport	£32120	215	125	32				
3.0 TD1 320 quattro S line	£55825	316	173	44	2.0 TD1 Sport quattro	£32865	228	153	37	120d Sport	£21285	187	114	37	235d xDrive SE	£3355	216	150	31		
A7 SPORTBACK 5dr hatch	A good mix of luxury, practicality and driver reward	★★★★★	2.0 TD1 Sport quattro	£32465	228	141	35	120d Sport	£23235	187	114	37	235d Sport	£34845	302	188	30				
3.0 TD1 218 S line	£34010	215	125	35	2.0 TD1 245 S line	£34510	228	153	38	120d Sport	£21285	187	114	37	235d xDrive Sport	£38265	215	188	38		
3.0 TD1 218 S line	£34010	215	125	35	2.0 TD1 245 S line	£34905	237	189	36	120d Sport	£27005	187	118	25	235d xDrive M Sport	£31305	181	162	31		
3.0 TD1 218 quattro S line	£34010	215	125	35	2.0 TD1 245 S line	£34905	237	189	36	120d Sport	£27005	187	118	25	235d Sport	£31305	181	162	31		
3.0 TD1 218 quattro S line	£34010	215	125	35	2.0 TD1 245 S line	£34905	237	189	36	120d Sport	£27005	187	118	25	235d xDrive Sport	£31305	181	162	31		
A8 4dr saloon	Stylish, comfortable and solid. A convincing exec saloon	★★★★★	2.0 TD1 245 quattro S line	£34010	215	125	35	120d Sport	£23235	187	114	37	235d xDrive Sport	£31305	181	162	31				
3.0 TD1 250 quattro S line	£62185	247	155	46	2.0 TD1 245 quattro S line	£34010	215	125	35	120d Sport	£23235	187	114	37	235d xDrive Luxury	£31305	181	162	31		
2.0 TFSI 245 hybrid	£64280	208	144	42	2.0 TD1 245 quattro S line	£34010	215	125	35	120d Sport	£23235	187	114	37	235d xDrive M Sport	£31305	181	162	31		
2.0 TFSI 245 hybrid L	£68285	208	148	43	2.0 TD1 245 quattro S line	£34010	215	125	35	120d Sport	£23235	187	114	37	235d xDrive SE	£31305	181	162	31		
3.0 TD1 310 quattro S line Exec	£64290	309	183	46	2.0 TD1 245 quattro S line	£34010	215	125	35	120d Sport	£23235	187	114	37	235d xDrive Sport	£31305	181	162	31		
4.0 TFSI 435 quattro Sport Exec	£67890	308	183	46	2.0 TD1 245 quattro S line	£34010	215	125	35	120d Sport	£23235	187	114	37	235d xDrive M Sport	£31305	181	162	31		
4.0 TFSI 435 quattro Sport Exec	£67890	308	183	46	2.0 TD1 245 quattro S line	£34010	215	125	35	120d Sport	£23235	187	114	37	235d xDrive SE	£31305	181	162			

NEW CARS A-Z

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
320i Sport	£30905	181	133	31	430d xDrive M Sport	£42460	255	142	40	5 SERIES TOURING 5dr estate	£45695	308	151	43	CHEVROLET CORVETTE 2dr coupé	£69810	460	279	50	2.0 HDI 160 VTR+	£25180	161	133	28
328i Luxury	£34305	242	162	36	435d xDrive Luxury	£45245	308	147	41	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£67440	460	283	50	2.0 HDI 160 Excl.	£26780	161	133	25
328i M Sport	£34105	242	162	36	435d xDrive M Sport	£45745	308	147	41	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£69810	460	279	50	DS3 3dr hatch	£13295	81	104	9
316d ES	£27575	114	116	20	4 SERIES 2dr open	A quality product to be sure, but some of the verve has gone with the roof				5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£14720	109	107	11	DS3 3dr hatch	£14720	109	107	11
316d SE	£28425	114	116	20	5 SERIES 2dr open	Some of the verve has gone with the roof				5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£15995	109	107	19	DS3 3dr hatch	£15995	109	107	19
316d Sport	£28725	181	124	26	420d Luxury	£39880	181	137	31	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£16300	161	133	25	2.0 PureTech 110 DStyle	£17220	107	107	17
318d SE	£29675	141	124	24	420d M Sport	£40380	181	137	31	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
318d Sport	£29975	141	124	24	420d SE	£37380	255	144	41	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
318d Luxury	£32175	141	127	25	420d Sport	£38880	181	137	30	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
318d M Sport	£31975	141	127	25	428i Luxury	£40220	242	163	36	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
320d SE	£30775	181	125	31	428i M Sport	£40720	242	163	37	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
320d Luxury	£33275	181	128	32	428i SE	£37720	242	159	36	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
320d M Sport	£33075	181	128	32	428i Sport	£39220	242	163	36	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
320d xDrive Sport	£32705	181	133	30	430d M Sport	£45700	255	144	41	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
320d xDrive Luxury	£34905	181	133	31	435i Luxury	£37380	202	194	39	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
320d xDrive M Sport	£34705	181	133	31	435i M Sport	£46185	302	194	39	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
330d SE	£36105	255	135	38	M4	£61150	425	213	45	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
330d Luxury	£38605	255	138	38	420i SE	£34910	181	154	30	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
330d M Sport	£38405	255	138	38	420i Sport	£36410	181	158	31	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
330d xDrive Luxury	£40120	255	145	41	420i Luxury	£37410	181	158	31	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
330d xDrive M Sport	£39920	255	145	41	420i M Sport	£37910	181	158	31	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
3 SERIES GT 5dr hatch	meets 3-Series talent. Duller but decent				420d Sport	£4075	218	143	34	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
320i 3-Series hatch	£33525	141	122	25	425d Luxury	£41755	218	143	34	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
318d SE	£31275	141	122	24	425d M Sport	£42255	218	143	35	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
320i M Sport	£32155	181	155	31	430d Luxury	£45200	255	144	40	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
320i SE	£29905	181	155	31	430d M Sport	£49100	308	152	42	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
320i xDrive Luxury	£33405	181	165	31	435d xDrive M Sport	£49600	308	152	42	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
320i xDrive M Sport	£33655	181	165	31	435d xDrive M Sport	£46150	245	156	34	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
320i xDrive SE	£31405	181	165	31	435d xDrive SE	£47455	218	143	34	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
320i xDrive Sport	£32405	181	165	31	435d xDrive SE	£47455	218	143	34	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
328d SE	£33105	242	157	35	420d xDrive SE	£33995	181	121	29	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
328d M Sport	£34105	242	157	35	420d xDrive M Sport	£34495	202	193	30	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
328d xDrive SE	£34305	242	157	35	420d xDrive SE	£34910	202	193	30	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
328d xDrive Sport	£34705	242	157	35	420d xDrive Sport	£35495	218	143	34	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
328d xDrive M Sport	£35205	242	157	35	420d M Sport	£36410	218	143	34	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
328d xDrive SE	£35505	242	157	35	420d SE	£37410	218	143	34	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
328d xDrive Sport	£35905	242	157	35	420d Sport	£38880	218	143	34	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
328d xDrive M Sport	£36305	242	157	35	420d M Sport	£39380	218	143	34	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
328d xDrive SE	£36705	242	157	35	420d SE	£40380	218	143	34	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
328d xDrive Sport	£37105	242	157	35	420d Sport	£41860	218	143	34	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
328d xDrive M Sport	£37505	242	157	35	420d M Sport	£43340	218	143	34	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£17220	107	107	17	2.0 PureTech 110 DStyle	£17220	107	107	17
328d xDrive SE	£37805	242	157	35	420d SE	£44820	218	143	34	5 SERIES TOURING 5dr estate	£45695	141	127	31	CORVETTE 2dr coupé	£172								

AUTOCAR TOP FIVES

Sport coupés



1 Porsche Cayman From £40,000 Starter Cayman is as good as it gets. Scalpel-blade incisiveness folded into supreme usability. Prettier now, too. ★★★★☆



2 Toyota GT86 From £25,000 Who knew Toyota had another masterpiece in it after the Lexus LFA? Fun doesn't cover it. A life companion. ★★★★☆



3 BMW M235i From £34,000 Towers over most obvious rivals. Only by comparing it with BMW's best ever do the marginal demerits appear. ★★★★☆



4 Audi TT S From £38,000 Costiest version gets the deftest chassis ever to underpin a TT. The best reason yet to buy into Audi's coupé. ★★★★☆



5 Peugeot RCZ R From £32,000 The hot RCZ finally delivers the vivid driving experience its appearance always deserved. A serious prospect. ★★★★☆

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group				
DACIA								
SANDERO 5dr hatch	A clever budget prospect. But its limitations are unavoidable	★★★★★						
0.9 TCe Ambiance	£7595 89 116 6	9.9 TwinAir 105 60	£18170 103 92 15	1.2 Studio	£8995 68 115 3	1.6 125 Zetec	£19845 123 146 14	
0.9 TCe Laureate	£8795 89 116 7	0.9 TwinAir 105 Lounge S-S	£16870 103 92 15	1.2 Edge	£9495 68 115 3	1.6 125 Titanium auto	£21345 123 146 14	
1.2 Access	£5995 74 135 2	0.9 TwinAir 85 Colour Therapy	£14970 84 92 15	1.2 Zetec	£10695 68 115 3	2.0 TDCi 250 Ecoboost ST	£22495 247 159 34	
1.2 Ambiance	£6795 74 135 2	0.9 TwinAir 85 GO	£17695 84 92 15	1.2 Titanium	£11995 68 115 3	2.0 TDCi 250 Ecoboost ST-2	£23995 247 159 35	
1.2 Laureate	£7995 74 135 2	0.9 TwinAir 85 S	£16540 84 92 15	1.2 Metal	£11445 68 115 5	2.0 TDCi 250 Ecoboost ST-3	£26295 247 159 36	
1.5 DCi Ambiance	£8595 89 99 8	0.9 TwinAir 85 Colour Therapy	£13770 68 113 10	B-MAX 5dr mpv	Fiesta dynamics and sliding door access make the B-Max a cut above	★★★★★	1.5 TDCi 95 Style	£18295 94 98 11
1.5 DCi Laureate	£9795 89 116 10	1.2 Colour Therapy	£16490 68 113 10	1.5 TDCi 120 Zetec	£19795 118 99 11			
1.5 DCi Ambiance	£8395 89 125 -	0.9 TwinAir 85 S	£15240 68 113 10	1.5 TDCi 120 Zetec S	£21045 118 98 11			
1.5 DCi Laureate	£10995 89 125 -	1.3 MultiJet 60	£18890 94 97 18	1.5 TDCi 120 Titanium	£21295 118 99 11			
LOGAN MCV 5dr estate	Lacks its blandness. Charm certainly retains the cheap	★★★★★		1.5 TDCi 120 Titanium X	£23295 118 99 11			
0.9 Ambiente	£8595 89 116 9	0.9 TwinAir 105 Cult	£17640 94 97 18	1.4 90 Studio	£18195 94 109 11			
0.9 Laureate	£9795 89 116 11	0.9 TwinAir 105 Cult	£16005 133 155 27	1.4 90 Zetec	£19695 114 109 16			
1.2 Access	£6995 74 135 4	0.9 TwinAir 85 Cult	£17540 94 92 15	1.4 90 Zetec S	£20295 114 109 16			
1.2 Ambiente	£7795 74 135 4	0.9 TwinAir 85 Cult	£16390 84 92 15	1.4 105 Zetec Powershift	£22635 148 170 14			
1.2 Laureate	£8995 74 135 5	0.9 TwinAir 85 Cult	£17750 84 92 15	1.4 105 Titanium	£22395 148 170 14			
1.5 DCi Ambiente	£9595 84 99 12	out some of its missing substance	★★★★★	1.5 TDCi 120 Titanium X	£23995 118 110 35			
DUSTER 5dr 4x4	Cheep, but cheerfully robust.			1.5 TDCi 120 Titanium	£26295 178 110 36			
Surprisingly convincing presence	★★★★★			1.5 TDCi 120 Titanium	£26295 178 110 36			
1.6 16v 105 Access 2WD	£9495 103 165 6	0.9 TwinAir Pop Star	£16690 103 122 11	FIESTA 3dr hatch	Stylish and wonderfully engaging. The best supermini	★★★★★	1.5 TDCi 95 Style	£18695 99 109 10
1.6 16v 105 Access 2WD	£11995 106 130 10	0.9 TwinAir Lounge	£18090 103 122 11	1.5 TDCi 120 Studio	£19195 99 109 10			
1.5 DCi 110 Ambiente 4WD	£13995 107 135 10	0.9 TwinAir Pop Star	£17195 118 139 11	1.5 TDCi 120 Titanium	£21995 99 109 10			
1.5 DCi 110 Laureate 4WD	£13495 106 130 11	0.9 TwinAir Lounge	£18595 118 159 10	1.5 TDCi 120 Studio	£22395 118 110 35			
1.5 DCi 110 Laureate 4WD	£15495 107 135 10	0.9 TwinAir Trekking	£19295 118 159 10	1.5 TDCi 120 Titanium	£22395 118 110 35			
FERRARI				1.5 TDCi 120 Titanium	£22395 118 110 35			
F12 2dr coupé	Proper V12 Ferrari with serious exclusivity and appeal	★★★★★		1.5 TDCi 120 Titanium	£22395 118 110 35			
6.3 V12	£239352 730 350 50	0.9 TwinAir Trekking	£18790 103 119 11	1.5 TDCi 120 Titanium	£22395 118 110 35			
FF 2dr coupé	Four-seat Ferrari estate has appeal but lacks classic DNA	★★★★★		1.5 TDCi 120 Titanium	£22395 118 110 35			
6.3 V12	£227077 651 360 50	1.3 MultiJet 85 Pop Star	£17040 83 110 8	1.5 TDCi 120 Titanium	£22395 118 110 35			
CALIFORNIA 2dr open sleek, comfortable and fast. Now with turbocharger	★★★★★	1.3 MultiJet 85 Lounge	£18440 83 110 9	1.5 TDCi 120 Titanium	£22395 118 110 35			
4.3 V8	£152084 483 270 50	1.3 MultiJet 85 Lounge	£16180 Ecoboost	1.5 TDCi 120 Titanium	£22395 118 110 35			
3.9 V8 T	£154490 552 350 50	1.3 MultiJet 85 Lounge	£17545 180 138 30	1.5 TDCi 120 Titanium	£22395 118 110 35			
458 2dr coupé	The complete supercar. Calm ride, explosive performance	★★★★★	1.3 MultiJet 85 Lounge	£17545 180 138 30	1.5 TDCi 120 Titanium	£22395 118 110 35		
4.5 V8 Italia	£178461 570 307 50	1.3 MultiJet 85 Lounge	£17545 180 138 30	1.5 TDCi 120 Titanium	£22395 118 110 35			
4.5 V8 Speciale	£208090 597 275 50	1.3 MultiJet 85 Lounge	£17545 180 138 30	1.5 TDCi 120 Titanium	£22395 118 110 35			
FIAT				1.5 TDCi 120 Titanium	£22395 118 110 35			
PANDA 5dr hatch	Cheap, practical and very nearly spot on	★★★★★		1.5 TDCi 120 Titanium	£22395 118 110 35			
0.9 Twinair 85 4x4 Antarctica	£14995 84 105 6	1.3 MultiJet 85 Lounge	£17545 180 138 30	1.5 TDCi 120 Titanium	£22395 118 110 35			
0.9 Twinair 85 Trekking	£13075 84 105 6	1.3 MultiJet 105 Pop Star	£18040 103 117 17	1.5 TDCi 120 Titanium	£22395 118 110 35			
1.3 MultiJet 75 4x4 Antarctica	£15995 74 125 10	1.6 MultiJet 120 Lounge 7st	£21380 118 117 17	1.5 TDCi 120 Titanium	£22395 118 110 35			
0.9 Twinair 85 Easy	£11375 84 99 7	1.6 MultiJet 105 Lounge	£17980 118 117 17	1.5 TDCi 120 Titanium	£22395 118 110 35			
0.9 Twinair 85 Lounge	£11875 84 99 7	1.6 MultiJet 105 Pop Star	£17730 103 112 11	FIESTA 5dr hatch	Stylish and wonderfully engaging. The best supermini	★★★★★	1.5 TDCi 120 Titanium	£22395 118 110 35
0.9 Twinair 85 4x4	£14575 84 114 7	1.6 MultiJet 120 Lounge	£19940 118 120 17	1.5 TDCi 120 Titanium	£22395 118 110 35			
1.2 Pop	£9375 68 120 3	1.6 MultiJet 105 Lounge	£20880 103 117 17	1.5 TDCi 120 Titanium	£22395 118 110 35			
1.2 Easy	£10175 68 120 4	1.6 MultiJet 120 Lounge	£20845 118 120 17	1.5 TDCi 120 Titanium	£22395 118 110 35			
1.2 Lounge	£10675 68 120 4	1.6 MultiJet 120 Cross	£20095 118 -	1.5 TDCi 120 Titanium	£22395 118 110 35			
1.3 MultiJet 75 Pop	£11575 74 104 7	1.6 MultiJet 120 Cross Plus	£21845 118 -	1.5 TDCi 120 Titanium	£22395 118 110 35			
1.3 MultiJet 75 Easy	£12375 74 104 7	2.0 MultiJet 140 Cross AWD	£24095 118 147 -	1.5 TDCi 120 Titanium	£22395 118 110 35			
1.3 MultiJet 75 Lounge	£12875 74 104 7	2.0 MultiJet 140 Cross Plus AWD	£25845 118 147 -	1.5 TDCi 120 Titanium	£22395 118 110 35			
1.3 MultiJet 75 Trekking	£14075 74 104 7	1.3 MultiJet 105 Pop Star	£17930 103 117 17	MONDEO 5dr hatch	Still the best big saloon. Practical, comfortable, rewarding	★★★★★	1.5 TDCi 120 Titanium	£22395 118 110 35
1.3 MultiJet 75 4x4	£15575 74 125 17	1.6 MultiJet 105 Pop Star	£17930 103 117 17	1.5 TDCi 120 Titanium	£22395 118 110 35			
500 3dr hatch	Super desirable, city car. Pleasantly, if not involving, to drive	★★★★★		1.5 TDCi 120 Titanium	£22395 118 110 35			
0.9 Twinair 85 4x4 Antarctica	£14995 84 105 6	1.2 8v Easy	£11275 68 126 6	1.0 TDCi 120 Titanium	£22395 118 110 35			
0.9 Twinair 85 Trekking	£13075 84 105 6	1.2 8v Easy	£11275 68 126 6	1.0 TDCi 120 Titanium	£22395 118 110 35			
1.3 MultiJet 75 4x4 Antarctica	£15995 74 125 10	1.2 8v Easy	£11275 68 126 6	1.0 TDCi 120 Titanium	£22395 118 110 35			
0.9 Twinair 85 Easy	£11375 84 99 7	1.2 8v Easy	£11275 68 126 6	1.0 TDCi 120 Titanium	£22395 118 110 35			
0.9 Twinair 85 Lounge	£11875 84 99 7	1.2 8v Easy	£11275 68 126 6	1.0 TDCi 120 Titanium	£22395 118 110 35			
0.9 Twinair 85 4x4	£14575 84 114 7	1.2 8v Easy	£11275 68 126 6	1.0 TDCi 120 Titanium	£22395 118 110 35			
1.2 Pop	£9375 68 113 9	1.3 MultiJet 85 GBT	£14275 89 90 13	1.0 TDCi 120 Titanium	£22395 118 110 35			
1.2 Lounge	£10675 68 113 9	1.3 MultiJet 85 GBT	£14275 89 90 13	1.0 TDCi 120 Titanium	£22395 118 110 35			
1.2 Easy	£10175 68 113 9	1.3 MultiJet 85 GBT	£14275 89 90 13	1.0 TDCi 120 Titanium	£22395 118 110 35			
1.2 Lounge	£10675 68 113 9	1.3 MultiJet 85 GBT	£14275 89 90 13	1.0 TDCi 120 Titanium	£22395 118 110 35			
1.3 MultiJet 75 Pop	£11575 74 104 10	1.2 8v Easy	£11175 68 126 6	1.0 TDCi 120 Titanium	£22395 118 110 35			
1.3 MultiJet 75 Easy	£12375 74 104 10	1.2 8v Easy	£11175 68 126 6	1.0 TDCi 120 Titanium	£22395 118 110 35			
1.3 MultiJet 75 Lounge	£12875 74 104 10	1.2 8v Easy	£11175 68 126 6	1.0 TDCi 120 Titanium	£22395 118 110 35			
1.3 MultiJet 75 Trekking	£14075 74 104 10	1.2 8v Easy	£11175 68 126 6	1.0 TDCi 120 Titanium	£22395 118 110 35			
1.3 MultiJet 75 4x4	£15575 74 125 17	1.2 8v Easy	£11175 68 126 6	1.0 TDCi 120 Titanium	£22395 118 110 35			
PUNTO 3dr hatch	Multiair Tech improves appeal and economy. Still heavily dented though	★★★★★		1.0 TDCi 120 Titanium	£22395 118 110 35			
0.9 Twinair 85 Lounge	£13740 84 92 10	1.2 8v Easy	£11175 68 126 6	1.0 TDCi 120 Titanium	£22395 118 110 35			
0.9 Twinair 85 Colour Therapy	£13890 84 92 12	1.2 8v Easy	£11175 68 126 6	1.0 TDCi 120 Titanium	£22395 118 110 35			
0.9 Twinair 85 Cuff	£14240 84 99 10	1.2 8v Easy	£11175 68 126 6	1.0 TDCi 120 Titanium	£22395 118 110 35			
0.9 Twinair 85 105 Cult	£15370 103 92 10	1.2 8v Easy	£11175 68 126 6	1.0 TDCi 120 Titanium	£22395 118 110 35			
1.2 Pop	£10695 68 113 9	1.3 85 MultiJet Easy	£14375 89 90 13	1.0 TDCi 120 Titanium	£22395 118 110 35			
1.2 Lounge	£12440 68 113 9	1.3 85 MultiJet Easy	£14375 89 90 13	1.0 TDCi 120 Titanium	£22395 118 110 35			
1.2 Easy	£12590 68 113 9	1.3 85 MultiJet GBT	£14875 89 90 13	1.0 TDCi 120 Titanium	£22395 118 110 35			
FORD				1.0 TDCi 120 Titanium	£22395 118 110 35			
KA 3dr hatch	An agile drive and energetic petrol engine. Wooden ride	★★★★★		1.0 TDCi 120 Titanium	£22395 118 110 35			
1.3 MultiJet Lounge	£14840 94 97 14	1.2 8v Easy	£10775 68 126 6	1.0 TDCi 120 Titanium	£22395 118 110 35			
1.3 MultiJet S	£14990 94 97 14	1.2 8v Easy	£10775 68 126 6	1.0 TDCi 120 Titanium	£22395 118 110 35			
1.3 MultiJet Cult	£15990 94 97 14	1.2 8v Easy	£10775 68 126 6	1.0 TDCi 120 Titanium	£22395 118 110 35			
1.4 T-Jet Abarth	£14255 133 155 26	1.2 8v Easy	£10775 68 126 6	1.0 TDCi 120 Titanium	£22395 118 110 35			
1.3 MultiJet Lounge	£14840 94 97 14	1.2 8v Easy	£10775 68 126 6	1.0 TDCi 120 Titanium	£22395 118 110 35			
1.3 MultiJet S	£14990 94 97 14	1.2 8v Easy	£10775 68 126 6	1.0 TDCi 120 Titanium	£22395 118 110 35			
1.3 MultiJet Cult	£15990 94 97 14	1.2 8v Easy	£10775 68 126 6	1.0 TDCi 120 Titanium	£22395 118 110 35			
The new BMW 1 Series								
	The Ultimate Driving Machine							

NEW CARS A-Z

AUTOCAR TOP FIVES

Compact crossovers



Skoda Yeti

From £16,000

1 Almost a blueprint for crossover appeal: chunky looks, hatchback handling and compact MPV practicality. ★★★★☆



Renault Captur

From £14,000

2 The best of the B-segment crossovers, the Captur combines style, freshness and value in a versatile package. ★★★★☆



Nissan Juke

From £14,000

3 The Qashqai taught Nissan the value of being different; the Juke is its equally bold (if not quite as brilliant) follow-up. ★★★★☆



Suzuki SX4 S-Cross

From £14,000

4 Capable in most respects – being decent to look at, drive and sit in – with exceptional fuel economy as the kicker. ★★★★☆



5 Dacia Duster

From £10,000

H Outstanding capability for the money. Better with all-wheel drive. Basic, yes – but in a very good way. ★★★★☆

AUTOCAR TOP FIVES

Luxury



1 Mercedes-Benz S-Class From £66,000
Opulent, advanced, incredibly refined: the S-Class is the classic limo, expertly realised and utterly persuasive. ★★★★☆



2 Range Rover From £73,000
Whether outside the Dorchester or atop Ben Nevis, the Range shrouds you in an invincible sense of expense. ★★★★☆



3 Tesla Model S P85D From £68,000
Superior range doesn't just make the Model S a standout electric car; it's also one of the best luxury options around. ★★★★☆



4 Jaguar XJ From £56,000
No other firm is currently mixing sportiness and aloofness with the skill of Jaguar. It makes the XJ a rare blend. ★★★★☆



5 Audi A8 From £53,000
Doesn't convince across the board, but there's no denying the brand's strengths make sense in its biggest saloon. ★★★★☆

Visit autocar.co.uk for all of our Top Fives

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group			
1.6 dCi Acenta 2WD	E24995	128	129	19	1.6 e-HDI 115 Allure Nav	E24295	113	111	25	1.6 V6 V6	E65639	247	169	16			
1.6 dCi Acenta 4WD	E26695	128	139	20	2.0 HDI 140 Active Nav	E22595	140	115	27	CAYENNE 5dr 4x4	Classy interior and mostly good fun. Hybrid not entertaining.	★★★★☆	1.2 Tce 130 Dyn. TomTom S	E22405	113	140	18
1.6 dCi n-Tec 2WD	E27645	128	129	19	2.0 HDI 140 Allure Nav	E24695	140	119	28	3.0 V6 S-E-Hybrid	E62154	216	79	49			
1.6 dCi n-Tec 4WD	E29345	128	139	20	2.0 BlueHDi 150 Allure Nav	E25795	148	101	30	3.6 V6	E50271	296	215	-			
1.6 dCi Tekna 2WD	E29645	128	129	19	2.0 HDI 163 Allure Nav auto	E26595	161	140	30	3.6 V6 S	E61770	414	229	48			
1.6 dCi Tekna 4WD	E31345	128	139	20	2.0 HDI Hybrid4 Allure Nav	E31995	200	91	36	3.6 V6 GTs	E73448	414	234	-			
370Z 2dr coupé	Great engine and poised handling. Lots of road noise				508 SW 5dr estate	As good as, if not better, looking				4.8 V8 Turbo	E94729	223	165	57			
3.7 V6 Nismo	E37585	345	248	46	1.6 e-HDI 115 Active Nav	E23395	113	110	24	3.0 V6 Diesel	E50846	258	179	49			
3.7 V6	E27445	323	248	46	1.6 e-HDI 115 Allure Nav	E25695	113	125	22	4.2 V8 Diesel	E62794	380	209	50			
3.7 V6 GT	E32525	323	248	46	2.0 BlueHDi 150 Allure Nav	E27195	148	102	30	PROTON							
GT-R 2dr coupé	A benchmark. Great drive, brutal power, sensational value				2.0 HDI 140 Active Nav	E23795	140	120	27	SAVY 5dr hatch	Compromise in quality isn't worth the saving						
3.8 V6 2014 MY	E78030	523	275	50	2.0 HDI 163 Allure Nav auto	E27995	161	144	30	★★★★☆	★★★★☆	★★★★☆	★★★★☆				
3.8 V6 Nismo	E125000	523	275	50	2.2 HDI 200 GT	E30245	201	144	37	GEN-2 4dr saloon	Hugely disappointing despite price						
NOBLE					2008 5dr hatch	Efficient and well-manoured but short on space and style				1.6 Persona ecologic	E11195	113	157	16			
M600 2dr coupé	A new era for the Brit marker. Outrageous pace and handling				1.2 VTi 82 Access +	E13195	81	111	10	1.2 VTi 82 Active	E14295	81	111	11			
4.4 V8	E200000	650	-		1.2 VTi 82 Allure	E15595	81	111	11	1.6 VTi 120 Allure	E16795	113	135	20			
PEUGEOT					1.6 VTi 120 Feline Calima	E18150	118	139	13	1.6 VTi 120 Feline Mistral S	E18450	118	139	15			
ION 5dr hatch	Good electric powertrain, comically expensive				1.4 HDi 70 Access +	E14495	67	104	10	1.4 HDi 70 Active	E15595	67	104	10			
63	E26216	63	0	28	1.4 HDi 70 Active	E19445	91	107	17	1.6 e-HDI 92 Active S-S	E16245	91	103	17			
66 UK drive	E26216	63	0	28	1.6 e-HDI 92 Active EGC S-S	E16845	91	98	17	1.6 e-HDI 92 Active EGC S-S	E16845	91	98	17			
108 3dr hatch	Sister car to the Aygo. And distant second to most city car rivals				1.6 e-HDI 92 Allure S-S	E17745	91	101	18	1.6 e-HDI 92 Allure S-S	E17745	91	101	18			
1.0 Access	E8345	68	95	6	1.6 e-HDI 92 Feline Calima	E19145	91	103	17	1.6 e-HDI 92 Feline Calista	E18150	118	139	13			
1.0 Active	E9595	68	95	6	1.6 e-HDI 92 Feline Mistral	E19445	91	107	17	1.6 e-HDI 92 Feline Mistral S	E18450	118	139	15			
1.0 Active Top	E10595	68	95	7	1.6 e-HDI 115 Allure S-S	E18345	113	105	20	1.6 e-HDI 115 Feline Calima SS	E19745	113	105	20			
1.0 Active S-S	E9845	68	88	6	1.6 e-HDI 115 Feline Calista SS	E20045	113	105	20	1.6 e-HDI 115 Feline Calista S-S	E20045	113	105	20			
1.0 Active S-S Top	E10845	68	88	7	1.6 e-HDI 115 Feline Mistral S	E20245	113	105	20	1.6 e-HDI 115 Feline Mistral S	E20245	113	105	20			
1.2 VTi Allure	E11095	81	99	11	3008 5dr mpv	Good handling and flexible cabin. Split tailgate and a useful touch				1.6 VTi 120 Allure	E17745	113	135	20			
1.2 VTi Allure Top	E12095	81	99	11	1.6 VTi 120 Active	E25050	161	143	21	1.6 VTi 120 Active	E17550	118	157	15			
108 3dr hatch	Sister car to the Aygo. And distant second to most city car rivals				1.6 VTi 120 Active	E19255	118	155	17	1.6 VTi 120 Active	E19255	118	155	17			
1.0 Active	E12345	81	99	11	1.6 VTi 120 Active EGC	E20195	113	110	18	1.6 VTi 120 Active EGC	E20195	113	110	18			
1.0 Active Top	E12455	81	99	11	1.6 VTi 120 Active EGC	E21200	118	155	17	1.6 VTi 120 Active EGC	E21200	118	155	17			
1.0 Active S-S	E10245	68	88	6	1.6 VTi 120 Active EGC	E22050	154	154	23	1.6 VTi 120 Active EGC	E22050	154	154	23			
1.0 Active S-S Top	E11245	68	88	7	1.6 VTi 120 Active EGC	E22850	154	154	23	1.6 VTi 120 Active EGC	E22850	154	154	23			
1.0 VTi Allure	E11095	81	99	11	1.6 VTi 120 Active EGC	E23745	113	121	18	1.6 VTi 120 Active EGC	E23745	113	121	18			
1.2 VTi Allure Top	E12095	81	99	11	1.6 VTi 120 Active EGC	E25050	161	143	21	1.6 VTi 120 Active EGC	E25050	161	143	21			
208 5dr hatch	Big improvement for Peugeot, if not the supermini class				1.6 VTi 120 Active EGC	E25500	161	143	21	1.6 VTi 120 Active EGC	E25500	161	143	21			
1.0 VTi Access	E10195	67	99	5	1.6 VTi 120 Active EGC	E26595	161	143	21	1.6 VTi 120 Active EGC	E26595	161	143	21			
1.0 VTi Active	E12455	81	104	8	1.6 VTi 120 Active EGC	E27195	170	155	34	1.6 VTi 120 Active EGC	E27195	170	155	34			
1.0 VTi Active +	E11445	67	99	6	1.6 VTi 120 Active EGC	E27545	170	155	34	1.6 VTi 120 Active EGC	E27545	170	155	34			
1.0 VTi Allure	E12345	81	104	8	1.6 VTi 120 Active EGC	E28245	170	155	34	1.6 VTi 120 Active EGC	E28245	170	155	34			
1.2 VTi Allure	E12455	81	104	8	1.6 VTi 120 Active EGC	E28745	170	155	34	1.6 VTi 120 Active EGC	E28745	170	155	34			
208 5dr hatch	Big improvement for Peugeot, if not the supermini class				1.6 VTi 120 Active EGC	E29550	170	155	34	1.6 VTi 120 Active EGC	E29550	170	155	34			
1.0 VTi Access	E10795	67	99	5	1.6 VTi 120 Active EGC	E30245	170	155	34	1.6 VTi 120 Active EGC	E30245	170	155	34			
1.0 VTi Access +	E12045	67	99	6	1.6 VTi 120 Active EGC	E30845	170	155	34	1.6 VTi 120 Active EGC	E30845	170	155	34			
1.0 VTi Active	E12995	67	99	6	1.6 VTi 120 Active EGC	E31445	170	155	34	1.6 VTi 120 Active EGC	E31445	170	155	34			
1.0 VTi Active +	E13495	81	104	8	1.6 VTi 120 Active EGC	E32045	170	155	34	1.6 VTi 120 Active EGC	E32045	170	155	34			
1.2 VTi Access +	E12545	81	104	8	1.6 VTi 120 Active EGC	E32645	170	155	34	1.6 VTi 120 Active EGC	E32645	170	155	34			
1.2 VTi Allure	E12455	81	104	8	1.6 VTi 120 Active EGC	E33245	170	155	34	1.6 VTi 120 Active EGC	E33245	170	155	34			
BOXSTER 2dr open	Honed, toned and cosmetically enhanced. Scarily brilliant				1.6 VTi 163 Allure auto	E26750	161	149	19	PORSCHE							
1.4 HDi Active	E13245	67	98	11	1.6 VTi 163 Allure auto	E27250	161	149	19	1.6 VTi 163 Allure auto	E27250	161	149	19			
1.4 HDi Active	E14195	67	98	11	1.6 VTi 163 Allure auto	E27750	161	149	19	1.6 VTi 163 Allure auto	E27750	161	149	19			
1.4 HDi Style	E14945	67	98	10	1.6 VTi 163 Allure auto	E28250	161	149	19	1.6 VTi 163 Allure auto	E28250	161	149	19			
1.6 e-HDI 92 Style	E15595	91	95	17	1.6 VTi 163 Allure auto	E28750	161	149	19	1.6 VTi 163 Allure auto	E28750	161	149	19			
1.6 e-HDI 92 Allure	E16245	91	95	17	1.6 VTi 163 Allure auto	E29250	161	149	19	1.6 VTi 163 Allure auto	E29250	161	149	19			
1.6 e-HDI 92 XY	E17895	91	95	17	1.6 VTi 163 Allure auto	E29750	161	149	19	1.6 VTi 163 Allure auto	E29750	161	149	19			
1.6 e-HDI 115 XY	E18545	113	119	20	1.6 VTi 163 Allure auto	E30245	161	149	19	1.6 VTi 163 Allure auto	E30245	161	149	19			
1.6 e-HDI 115 YX	E19145	91	95	11	1.6 VTi 163 Allure auto	E30845	161	149	19	1.6 VTi 163 Allure auto	E30845	161	149	19			
1.6 e-HDI 163 Active	E19645	113	119	20	1.6 VTi 163 Allure auto	E31445	161	149	19	1.6 VTi 163 Allure auto	E31445	161	149	19			
1.6 e-HDI 163 Active	E20645	113	100	18	1.6 VTi 163 Allure auto	E32045	161	149	19	1.6 VTi 163 Allure auto	E32045	161	149	19			
1.6 e-HDI 115 GT Line	E22195	113	100	18	1.6 VTi 163 Allure auto	E32645	161	149	19	1.6 VTi 163 Allure auto	E32645	161	149	19			
1.6 e-HDI 163 GT Line	E22645	113	116	16	1.6 VTi 163 Allure auto	E33245	161	149	19	1.6 VTi 163 Allure auto	E33245	161	149	19			
1.6 e-HDI 120 Active	E23245	113	100	18	1.6 VTi 163 Allure auto	E33845	161	149	19	1.6 VTi 163 Allure auto	E33845	161	149	19			
1.6 e-HDI 120 Active	E24795	128	115	16	1.6 VTi 163 Allure auto	E34445	161	149</td									

WHAT'S COMING WHEN



McLaren 675LT Spider

Summer 2016

It was almost inevitable that McLaren would chop the roof off the 675LT to create a Spider variant. Power is unchanged compared with the coupé, meaning the Spider gets the same twin-turbo 3.8-litre V8 with 666bhp. Its new hard-top folding roof can be operated at speeds of up to 19mph. Price £285,450

WINTER 2015

Alpina D3 Biturbo, Audi A4, RS6/RS7 Performance, Alfa Romeo Giulia, BMW X1, DS 4 facelift, Hyundai Santa Fe facelift, Tucson, Jaguar XF, F-Type SVR, Jeep Grand Cherokee facelift, Kahn Vengeance, Flying Huntsman Pick-Up, Kia Optima, Cee'd facelift, Koenigsegg Regera, Agera RS, Lexus GS F, RX, Lotus Elise Sport, Elise Sport 220, Mercedes-Benz A-Class facelift, C-Class Coupé, G500 4x4, GLC, Mini Clubman, Nissan Murano, Pulsar Nismo, Peugeot 208 GTi, Porsche 911 facelift, Renault Mégane RS 275, Seat Ibiza facelift, Škoda Superb, Smart Forfour Brabus, Fortwo Cabriolet, Subaru Levorg, Vauxhall Astra, Volkswagen Golf GTE, Transporter, Touran, Tiguan, Vuhl 05, Zenos E10 R

SPRING 2016

Alpina B7, Audi S8 Plus, S4, Q2, R8 Spyder, Bentley Bentayga, BMW M2, M4 GTS, 225xe Active Tourer, 330e, 3 Series GT facelift, Cadillac CT6, Chevrolet Camaro, Elemental RP1, Ferrari 488 Spider, Fiat Tipo, Ford Focus RS, Edge, Infiniti Q30, Honda NSX, Hyundai i20 Active, i20 1.0, Jaguar F-Pace, XE AWD, Kia Sportage, Kahn Speed 7, Lamborghini Aventador SV roadster, Huracán LP580-2, Land Rover Range Rover Evoque Convertible, Lotus 3-Eleven, Maserati Levante, Mercedes-AMG C63 Coupé, Mercedes-Benz S-Class Cabriolet, GLS, SL facelift, Mini Convertible, Porsche Boxster facelift, 911 Carrera 4/4S, Cayman facelift, 911 Turbo/Turbo S facelift, Macan GTS, Toyota Prius, C-HR, RAV4 facelift, Vauxhall Astra Sports Tourer, Volkswagen Golf GTI Clubsport, Beetle Dune, Volvo S90

SUMMER 2016

Alfa Romeo Mito facelift, Alpine A120, Aston Martin DB11, Audi RS4, TT RS, BMW 1 Series saloon, 740e, Borgward BX7, Ferrari F12tdf, Ford Ka, Ecosport, Infiniti QX30, McLaren 675LT Spider, 570S GT, Mercedes-AMG SL63, Mercedes-Benz E-Class, SLC, C-Class Cabriolet, CLA facelift, CLA Shooting Brake facelift, Mercedes-Maybach S-Class Pullman, MG GS, Mitsubishi Outlander facelift, Renault Mégane (new), Seat Leon SUV, Škoda Roomster, Tesla Model X

AUTUMN/WINTER 2016

Audi Q5, Bugatti Chiron, Fiat 124 Spider, Ford GT, Hyundai Hybrid, Infiniti Q60, Kia Niro, Lexus LF-LC, Mercedes-AMG GT3, E63, Mercedes-Benz S-Class facelift, Mini Countryman, Morgan EV3, Nissan Juke, Renault Scenic, Subaru Impreza, Vauxhall Insignia

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Bugatti Chiron

Autumn/winter 2016

Like the Veyron that it succeeds, the Chiron will be built in strictly limited numbers and is likely to be offered only to the extremely wealthy. Unlike the Veyron, though, the Chiron will receive a hybrid powertrain, boosting its output to around 1479bhp and top speed to more than 280mph. The Chiron, then, should set new standards in performance. Price £1.5 million (est)

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
TOLEDO 5dr hatch Makes practical sense, but leaves no other lasting impression	£14,265	84	119	10	1.2 TSI 85 S	£14,265	84	119	10	1.2 TSI 86 GreenTech S	£14,390	84	114	10
1.2 TSI 85 S	£14,265	84	119	10	1.2 TSI 86 GreenTech SE	£15,340	84	114	10	2.0 TDI 110 SE	£19,765	109	134	14
1.2 TSI 105 S	£15,295	104	116	13	1.2 TSI 105 SE	£15,790	104	125	13	2.0 TDI 110 Outdoor SE	£19,765	109	134	14
1.2 TSI 105 SE	£16,515	104	118	14	1.2 TSI 105 Eleg.	£16,640	104	125	13	2.0 TDI 140 Outdoor Eleg. 4WD	£22,230	138	152	18
1.4 TSI 122 SE DSG	£17,965	120	134	17	1.2 TSI 105 GreenTech SE	£16,040	104	118	13	2.0 TDI 140 Outdoor Eleg. 4WD	£24,165	138	152	19
1.6 TDI 105 CR S Ecomotive	£17,150	104	104	15	1.2 TSI 105 GreenTech Eleg.	£16,790	104	118	13	2.0 TDI 140 Outdoor L&K 4WD	£27,495	138	164	19
1.6 TDI 105 CR S Ecomotive	£18,370	104	105	16	1.2 TSI 105 Sport	£15,840	104	125	15	2.0 TDI 170 Outdoor Eleg. 4WD	£28,480	168	149	22
LEON 3dr hatch Sharp looks and handling. Back from the Golf's quality, but good value	★★★★★				1.4 TSI 122 SE DSG	£17,585	124	134	16	2.0 TDI 170 Outdoor L&K 4WD	£27,070	168	149	22
1.6 TDI 110 S Ecomotive	£19,625	108	87	14	1.4 TSI 122 GreenTech SE DSG	£17,705	120	127	18	TESLA				
1.2 TSI 110 S	£15,815	108	114	13	1.4 TSI 122 GreenTech Eleg.	£18,455	120	127	18	1.6 S2-T	£15,499	118	123	-
1.2 TSI 110 SE	£16,935	108	114	13	1.6 TDI 105 S	£16,590	103	114	16	1.6 S25	£17,999	118	123	-
1.4 TSI 125 SE	£17,535	123	120	16	1.6 TDI 105 SE	£17,540	103	114	15	1.6 DDIS S2-T	£16,999	118	106	-
1.4 TSI 150 FR	£19,700	148	109	16	1.6 TDI 105 Eleg.	£18,290	103	114	15	1.6 DDIS S25	£19,499	118	106	-
1.8 TSI 180 FR	£20,740	178	137	25	1.6 TDI 105 GreenTech SE	£17,790	103	106	15	1.6 DDIS S25 AllGrip	£21,299	118	106	-
2.0 TSI 255 Cupra	£25,690	261	154	32	1.6 TDI 105 GreenTech Eleg.	£18,540	103	106	15					
2.0 TSI 280 Cupra	£27,210	276	154	33	RAPID SPACEBACK 5dr estate									
1.6 TDI CR 105 S	£17,515	104	99	13	makes most sense of Rapid's skinny body	★★★★★								
1.6 TDI CR 105 SE	£18,635	104	99	13	1.2 TSI 105 Eleg.	£16,640	104	124	15					
2.0 TDI CR 150 SE	£19,985	148	106	19	1.2 TSI 105 GreenTech Eleg.	£16,890	104	118	14					
2.0 TDI CR 150 FR	£21,530	148	106	20	1.2 TSI 122 GreenTech SE DSG	£18,105	120	127	18					
2.0 TDI CR 184 FR	£22,520	181	106	26	1.2 TSI 105 SE	£16,620	104	125	14					
LEON 5dr hatch Sharp looks and handling. Back from the Golf's quality, but good value	★★★★★				1.2 TSI 86 GreenTech S	£17,450	84	114	12					
1.6 TDI 110 S Ecomotive	£19,925	108	87	14	1.2 TSI 86 S	£14,500	84	119	11					
1.2 TSI 110 S	£16,115	108	114	13	1.2 TSI 86 SE	£15,480	84	119	12					
1.2 TSI 110 SE	£17,235	108	114	13	1.4 TSI 122 Eleg. DSG	£18,445	120	134	18					
1.4 TSI 125 SE	£17,835	123	120	16	1.4 TSI 122 GreenTech SE DSG	£18,105	120	127	18					
1.4 TSI 150 FR	£20,000	148	109	20	1.4 TSI 122 G-TECH Eleg. DSG	£18,655	120	127	18					
1.8 TSI 180 FR	£21,040	178	137	25	1.4 TSI 122 SE DSG	£17,985	120	134	17					
2.0 TDI CR 184 FR	£22,820	181	106	26	1.6 TDI 105 SE	£18,390	103	114	16					
2.0 TSI 280 Cupra	£27,510	276	154	33	1.6 TDI 105 GreenTech SE	£18,640	103	106	16					
1.6 TDI CR 105 S	£17,515	104	99	13	1.6 TDI 105 GreenTech SE	£18,180	103	106	16					
1.6 TDI CR 105 SE	£18,695	104	99	13	1.6 TDI 105 S	£16,950	103	114	15					
2.0 TDI CR 150 SE	£20,285	148	106	16	1.6 TDI 105 SE	£17,930	103	114	16					
2.0 TDI CR 150 FR	£21,830	148	106	20	1.6 TDI 90 GreenLine	£17,355	89	114	19					
LEON 5dr estate Sharp looks and handling. Back from the Golf's quality, but good value	★★★★★				1.6 TDI 90 GreenTech Eleg.	£17,990	89	116	14					
1.6 TDI 110 S Ecomotive	£19,925	108	87	14	1.6 TDI 105 SE	£17,515	104	117	13					
1.2 TSI 105 S	£16,675	104	114	12	1.6 TDI 105 S	£16,620	104	117	13					
1.2 TSI 105 SE	£17,795	104	114	13	1.6 TDI 105 SE	£16,620	104	117	13					
1.4 TSI 140 FR	£20,390	138	122	18	1.6 TDI 105 Eleg.	£17,740	89	114	14					
1.4 TDI 140 FR	£18,845	138	122	18	1.6 TDI 105 GreenLine	£20,225	108	106	20					
1.6 TDI 140 E-Tech	£15,445	103	119	14	1.6 TDI 105 Business	£19,775	104	99	13					
2.0 TDI 140 E-Tech X-Perience	£24,385	148	129	20	1.6 TDI 105 SE	£17,350	89	116	14					
2.0 TDI 184 SE Tech X-Perience	£26,370	148	129	23	1.6 TDI 105 SE	£17,875	104	114	13					
ALTEA 5dr hatch Short on interior flexibility and visibility. Well-judged drive	★★★★★				1.6 TDI 105 SE	£17,875	104	114	13					
1.6 TDI 105 E-Tech Ecomotive	£15,445	103	119	14	1.6 TDI 105 SE	£17,350	89	116	14					
1.6 TDI 105 E-Tech Ecomotive	£16,245	138	129	20	1.6 TDI 105 SE	£17,350	89	116	14					
1.6 TDI 105 E-Tech Ecomotive	£16,675	104	114	12	1.6 TDI 105 SE	£16,620	104	117	13					
1.6 TDI 105 E-Tech Ecomotive	£16,935	104	114	13	1.6 TDI 105 SE	£16,620	104	117	13					
1.6 TDI 105 E-Tech Ecomotive	£17,060	104	114	13	1.6 TDI 105 SE	£16,620	104	117	13					
1.6 TDI 105 E-Tech Ecomotive	£17,150	104	114	13	1.6 TDI 105 SE	£16,620	104	117	13					
1.6 TDI 105 E-Tech Ecomotive	£17,515	104	114	13	1.6 TDI 105 SE	£16,620	104	117	13					
1.6 TDI 105 E-Tech Ecomotive	£17,675	104	114	13	1.6 TDI 105 SE	£16,620	104	117	13					
1.6 TDI 105 E-Tech Ecomotive	£17,795	104	114	13	1.6 TDI 105 SE	£16,620	104	117	13					
1.6 TDI 105 E-Tech Ecomotive	£17,875	104	114	13	1.6 TDI 105 SE	£16,620	104	117	13					
1.6 TDI 105 E-Tech Ecomotive	£17,995	104	114	13	1.6 TDI 105 SE	£16,620	104	117	13					
1.6 TDI 105 E-Tech Ecomotive	£18,115	104	114	13	1.6 TDI 105 SE	£16,620	104	117	13					
1.6 TDI 105 E-Tech Ecomotive	£18,235	104	114	13	1.6 TDI 105 SE	£16,620	104	117	13					
1.6 TDI 105 E-Tech Ecomotive	£18,355	104	114	13	1.6 TDI 105 SE	£16,620	104	117	13					
1.6 TDI 105 E-Tech Ecomotive	£18,475	104	114	13	1.6 TDI 105 SE	£16,620	104	117	13					
1.6 TDI 105 E-Tech Ecomotive	£18,595	104	114	13	1.6 TDI 105 SE	£16,620	104	117	13					
1.6 TDI 105 E-Tech Ecomotive	£18,715	104	114	13	1.6 TDI 105 SE	£16,620	104	117	13					
1.6 TDI 105 E-Tech Ecomotive	£18,835	104	114	13	1.6 TDI 105 SE	£16,620	104	117	13					
1.6 TDI 105 E-Tech Ecomotive	£18,955	104	114	13	1.6 TDI 105 SE	£16,620	104	117	13					
1.6 TDI 105 E-Tech Ecomotive	£19,075	104	114	13	1.6 TDI 105 SE	£16,620	104	117	13					
1.6 TDI 105 E-Tech Ecomotive	£19,195	104	114	13	1.6 TDI 105 SE	£16,620	104	117	13					
1.6 TDI 105 E-Tech Ecomotive	£19,315	104	11											

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
VERSO 5dr mpv Ride is firm and brutalistic.					1.3 CDTi 95 S-S SE	£15170	94	85	-	2.0 CDTi 165 SRI auto	£25005	163	149	20	1.6 i15 Tech Line S-S	£16474	114	153	5	2.0 TDI 140 Bluemotion Tech SE	£25990	138	119	23
with all seats in use	★★★★★				CORSA 5dr hatch Very refined, stylish and practical.	£19355	118	139	13	1.4T 16v 120 Sport S-S	£20245	138	139	16	1.6 i15 SE S-S	£18539	114	153	6	2.0 TDI 140 Bluemotion Tech GT	£27180	138	119	23
1.6 V-matic Active 5st	£17770	130	157	13	Engines not so good	★★★★★				1.4T 16v 140 Sport S-S	£20170	118	139	14	1.4T 140 Design Nav	£20029	138	131	15	GOLF 3dr hatch The complete package. Reassuringly				
1.6 V-matic Active 7st	£18300	130	157	13	1.0i 90 S-S Design	£13510	89	102	9	1.4T 16v 120 SRI S-S	£21425	118	139	16	1.4T 140 Design S-S	£19179	138	131	15	1.6 TDI 110 BlueMotion	£21435	103	89	15
1.6 V-matic Icon 7st	£20300	130	157	13	1.0i 90 S-S Sri	£14205	89	102	9	1.4T 16v 140 SRI S-S	£21470	138	139	16	1.4T 140 Energy S-S	£22634	138	131	15	1.6 TDI 90 S	£18995	89	98	10
1.8 V-matic M'Drive 7st	£21800	145	153	15	1.0i 90 S-S SE	£14850	89	102	9	2.0 TDI 280 VXR	£27620	276	189	35	1.4T 140 Energy S-S	£19214	138	139	12	2.0 TDI 110 Design	£20994	138	149	20
1.8 V-matic Excel M'Drive 7st	£24300	145	150	15	1.0i 115 S-S String	£11425	113	-	12	2.0 CDti GTC Sp. 165	£22300	163	127	20	1.6 i10 170 Elite Nav	£25564	168	146	20	2.0 TDI 100 S	£30820	296	165	34
1.6 D 4D Active	£19990	122	119	13	1.0i 115 S-S Sri Vx-Line	£15240	126	-	12	2.0 CDti GTC Sri 165	£23525	163	127	13	1.6 i10 170 Elite S-S	£24714	168	146	20	1.4T 140 SE 2WD S-S	£21714	138	139	13
1.6 D 4D Icon	£21995	122	119	14	1.2i 70 Life	£11680	69	126	2	2.0 CDti 195 Biturbo S-S	£24520	192	129	-	2.0 CDti 120 Design	£20384	118	104	15	1.4T 140 SE 4x4 S-S	£23434	138	149	13
LAND CRUISER VB 5dr 4x4 A dinosaur, but likeable. Price to buy and run.	★★★★★				1.2i 70 Sting	£9775	69	126	2	CASCADA 2dr open Comfortable and credible alternative to the usual ragtop.	★★★★★				2.0 CDti 120 Design Nav	£12734	118	104	15	1.7 CDti 130 Tech Line S-S	£18224	129	120	12
4.5 D 4D	£65725	286	250	48	1.2i 70 SRI	£12375	69	126	2	1.6 TDI 200 Elite	£29510	202	168	24	2.0 CDti 120 Elite Nav	£24564	118	104	16	1.7 CDti 130 Exclusive S-S	£20224	129	120	13
LAND CRUISER 3dr 4x4 A real go-anywhere vehicle.	★★★★★				1.2i 70 VXR	£13410	69	126	2	1.6 TDI 200 SE	£26615	202	168	24	2.0 CDti 120 SRI Nav	£25141	118	104	16	1.7 CDti 130 GT ACT	£22724	129	120	14
Spongey on road					1.2i 70 SE	£13020	69	126	2	1.4T 140 SE S-S	£24500	138	148	20	2.0 CDti 120 Tech Line	£23034	118	104	16	1.7 CDti 130 Exclusive 4x4 S-S	£19924	129	129	12
3.0 D 4D 188 LC3	£32765	185	214	31	1.4i 90 Life	£12025	89	121	-	1.4T 140 Elite S-S	£27875	138	148	21	1.7 CDti 130 SE 4x4 S-S	£19544	129	104	16	2.0 TDI 130 SE 4x4 S-S	£21759	84	113	7
LAND CRUISER 5dr 4x4 A real go-anywhere vehicle.	★★★★★				1.4i 90 Sting	£10120	91	119	11	1.6 i10 170 SE Au	£27600	168	164	20	2.0 CDti 130 Design Nav	£20394	129	104	16	1.2 TS1 105 S	£18185	114	114	11
Spongey on road	★★★★★				1.4i 90 Design	£12025	89	121	-	1.6 i10 170 Elite Au	£30495	168	164	20	2.0 CDti 130 Energy	£22914	129	104	16	1.4 TS1 122 S	£18945	121	120	14
3.0 D 4D 190 LC3	£37015	187	213	31	1.4i 90 Easytronic Design	£12680	89	119	-	2.0 CDti 165 S-S S-S	£26480	163	138	23	2.0 CDti 140 Design	£20634	138	104	19	1.7 CDti 130 SE S-S	£22724	129	120	14
3.0 D 4D 190 LC4	£47465	187	213	34	1.4i 90 SRI	£12720	89	121	-	2.0 CDti 165 Elite S-S	£28580	163	138	23	2.0 CDti 140 Elite Nav	£23034	118	104	16	2.0 TDI 220 GTI	£27500	217	139	29
3.0 D 4D 190 LC5	£52915	187	213	33	1.4i 90 VXR	£13755	89	121	-	2.0 CDti 195 Biturbo Elite S-S	£30065	192	138	27	2.0 CDti 140 Elite	£24814	138	104	19	1.6 i10 105 S	£19800	103	99	12
GT65 2dr coupé A tail-out tribute to all our favourite things. Splendid. Cheapner, too.	★★★★★				1.4i 90 SE	£13365	89	121	-	1.6 i15 Sports Tourer	★★★★★				1.6 i10 170 Tech Line S-S	£16474	114	153	5	2.0 TDI 140 Bluemotion Tech SE	£25990	138	119	23
					1.4i 100 Turbo	£13375	99	129	9	1.6 i10 170 SE Au	£20394	138	123	13	2.0 CDti 140 Energy	£24004	138	104	19	1.6 TDI 105 Match	£20735	103	99	13
2.0 Primo	£29000	197	180	33	1.4i 100 Biturbo SRI Vx-Line	£14410	99	119	10	1.4T 140 SRI Nav	£22954	118	99	16	2.0 CDti 140 SE	£24344	138	104	19	2.0 TDI 150 Match	£22670	148	106	18
2.0 GT68	£25000	197	180	33	1.4i 100 Turbo	£14020	99	119	10	1.6 i10 170 Elite	£24229	168	139	20	2.0 CDti 140 SRI	£22434	138	104	19	2.0 TDI 150 GT	£24100	148	109	17
2.0 Aero	£27500	197	193	32	1.3 CDti 75 S-S Life	£13930	74	99	-	1.8 iVVT Design	£16797	138	164	14	2.0 CDti 140 Design	£23284	138	104	19	1.7 CDti 130 Match	£20224	129	120	15
2.0 Giallo	£27500	197	180	34	1.3 CDti 75 S-S Design	£13930	74	99	-	1.8 iVVT SRI Nav	£19479	138	164	14	2.0 CDti 140 Design	£21484	138	104	19	1.7 CDti 130 GT ACT	£23615	148	112	15
2.0 GT68 auto	£25995	197	164	33	1.3 CDti 75 S-S Vx-Line	£15660	74	99	-	2.0 CDti 120 Design Nav	£19934	118	99	15	2.0 CDti 140 Elite	£25664	138	104	19	1.6 TDI 105 S	£19800	103	99	12
VAUXHALL					1.3 CDti 75 S-S SE	£15270	74	99	-	2.0 CDti 120 SRI Nav	£21734	118	99	15	2.0 CDti 163 Country 4x4	£28304	161	140	24	1.7 CDti 163 Diamond 4x4 S-S	£22200	161	167	25
VIVA 5dr hatch Comfortable and spacious, although class leaders are sweeter to drive.	★★★★★				1.3 CDti 95 S-S Sri	£15125	94	85	-	2.0 CDti 120 SRI Vx-Line	£22954	118	99	16	2.0 CDti 163 Biturbo Elite	£28219	129	154	20	1.2 TS1 300 R	£31475	296	165	34
					1.3 CDti 95 S-S Sri	£15125	94	85	-	2.0 CDti 130 Design	£18124	128	112	16	2.0 CDti 163 Biturbo SRI Vx-Line	£26254	129	124	20	1.4 TS1 122 S	£18125	114	0	15
1.0 Ecoflex SE A-C	£8665	73	99	3	1.3 CDti 95 S-S SE	£15170	94	85	-	2.0 CDti 130 Design	£19094	128	112	16	2.0 CDti 163 Biturbo SRI Vx-Line	£27474	129	124	20	1.7 CDti 163 Biturbo Co'ry Nav4x4 S-S	£21070	161	206	20
1.0 SE A-C	£8490	73	104	3	1.3 CDti 95 S-S SE	£15170	94	85	-	2.0 CDti 130 Energy	£16114	128	112	16	2.0 CDti 163 Biturbo SRI Vx-Line	£27474	129	124	20	1.7 CDti 163 Biturbo Co'ry Nav4x4 S-S	£21070	161	206	20
1.0 SE	£7995	73	104	3	1.3 CDti 95 S-S SE	£15170	94	85	-	2.0 CDti 130 SE	£20044	128	112	16	2.0 CDti 163 Biturbo SRI Vx-Line	£28219	129	154	20	1.7 CDti 163 Biturbo Elite	£23615	148	112	15
1.0 Ecoflex SE	£8170	73	99	3	1.4i 90 VWT 100 Design	£15445	94	99	9	2.0 CDti 130 SE	£20894	128	112	16	2.0 CDti 163 Biturbo SRI Vx-Line	£22114	128	112	16	1.7 CDti 163 Biturbo Elite	£24424	129	154	20
1.0 ADAM 3dr hatch	★★★★★				1.4i 90 VWT 100 Excite	£16770	99	129	9	2.0 CDti 130 SE	£20715	128	112	16	2.0 CDti 163 Biturbo SRI Vx-Line	£22114	128	112	16	1.7 CDti 163 Biturbo SRI Vx-Line	£24424	129	154	20
1.0 S-Jam	£13630	113	114	3	1.6 CDti 130 ecoFLEX Design S-S	£17735	108	97	9	2.0 CDti 140 Design	£20184	138	98	19	2.0 CDti 163 Country 4x4	£27154	161	147	20	1.7 CDti 163 Biturbo Country 4x4	£20715	161	220	20
1.0 S-S Glam	£15000	113	114	3	1.6 CDti 130 ecoFLEX SRI S-S	£23175	108	97	9	2.0 CDti 140 Elite	£24364	138	99	19	2.0 CDti 163 Biturbo SRI Vx-Line	£27474	129	124	20	1.7 CDti 163 Biturbo SRI Vx-Line	£20715	161	220	20
1.0 S-S Glam	£15500	113	114	3	1.6 CDti 130 ecoFLEX SRI S-S	£23175	108	97	9	2.0 CDti 140 Elite	£24364	138	99	19	2.0 CDti 163 Biturbo SRI Vx-Line	£27474	129	124	20	1.7 CDti 163 Biturbo SRI Vx-Line	£20715	161	220	20
1.0 S-S Rocks Air	£16995	113	119	3	1.6 CDti 110 ecoFLEX Tech Ln S-S	£18330	135	104	9	2.0 CDti 110 ecoFLEX Tech Ln S-S	£23359	159	121	20	2.0 CDti 163 Biturbo SRI Vx-Line	£27474	129	124	20	1.7 CDti 163 Biturbo SRI Vx-Line	£20715	161	220	20
1.2 Jam	£16300	69	124	3	1.6 CDti 130 ecoFLEX Elite S-S	£23775	134	104	9	2.0 CDti 140 Design	£212134	168	114	20	1.6 CDti 110 S-S Exclusiv </td									

Make and Model	Price	Bhp	CO ₂ /g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ /g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ /g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ /g/km	Insurance group			
1.4 TSI 150 Design	£23515	148	138	22	2.0 TDI 140 Exec	£32275	138	146	18	2.0 D 140 SE Nav S	£25770	187	99	26	2.0 D 140 SE Nav S-S	£33120	178	113	29			
1.4 TSI 150 Sport	£25115	148	138	22	TIGUAN 5dr 4x4	Dull but capable soft roader. Pricey, but good ride and handling	★★★★★	2.0 D 140 SE Lux Nav	£27770	187	99	27	2.0 D 140 SE Nav S-S	£34570	122	126	30					
2.0 TDI 110	£21040	108	115	15	1.4 TSI 160 BMT Match 2WD	£23955	158	156	171	2.0 D 140 R-Design	£25745	187	99	25	1.6 D 02 Business Edtn S auto	£25695	113	111	18			
2.0 TDI 110 Design	£23415	108	115	16	1.4 TSI 160 Match 4WD	£26645	158	178	21	2.0 D 140 R-Design Lux Nav	£26545	187	99	25	2.0 D 03 Business Edition S-S	£25695	111	119	24			
2.0 TDI 150 Design	£24245	148	120	23	2.0 TDI 140 BMT Match 2WD	£25150	138	138	19	2.0 D 140 C-Country SE Nav	£28220	187	99	26	2.0 D 03 SE Lux S	£33220	161	119	26			
2.0 TDI 150 Sport	£25845	148	120	23	2.0 TDI 140 BMT Match 4WD	£26920	138	150	19	2.0 D 140 C-Country Lux Nav	£28770	187	112	24	2.0 D 05 Business Edition S	£27195	178	113	28			
2.0 TSI 220 Sport	£26345	217	154	29	2.0 TDI 140 BMT Match 4WD	£27070	151	151	23	S60 4dr saloon	T6 is rapid, all-weather sports car, if a nice choice	★★★★★	2.0 D 140 C-Sport	£26610	187	112	24					
CC 4dr saloon	Loses a name and adds some flair, but never complains	★★★★★	2.0 TSI 180 Match 4WD	£26485	178	198	24	2.0 D 140 C-Sport	£26610	187	112	24	S80 4dr saloon	Refined, high-quality exec saloon. Poor ride and residuals	★★★★★	2.0 D 140 C-Sport	£36170	212	126	32		
1.4 TSI 160 BMT	£25050	158	144	27	1.4 TSI 160 Blue Tech S	£21960	158	156	18	1.6 D 02 R-Design Lux Nav S-S	£31745	113	103	20	1.6 D 2 SE Lux S auto	£32220	113	109	21			
2.0 TDI 177 BMT GT	£29820	177	120	27	1.4 TSI 160 4WD	£23650	158	178	18	1.6 D 02 R-Design Lux S	£30745	113	103	20	1.6 D 02 S Nav S auto	£30710	113	109	20			
2.0 TSI 210 GT	£29825	208	169	29	2.0 TDI 210 R-line	£29180	208	199	22	1.6 D 02 R-Design Nav S-S	£29245	113	103	19	2.0 D 04 SE Lux S	£33720	178	109	29			
2.0 TSI 210 R-Line	£29935	208	169	32	2.0 TDI 110 BMT S 2WD	£22605	109	134	18	1.6 D 02 R-Design S-S	£28245	113	103	18	2.0 D 04 SE Lux S	£32220	178	108	28			
2.0 TDI 140 BMT	£26115	138	119	23	2.0 TDI 140 BMT S 2WD	£23155	138	138	17	1.6 D 02 Lux Nav S-S	£30045	113	103	19	2.0 D 04 SE Nav S	£36835	212	120	31			
2.0 TDI 140 BMT	£27695	138	119	24	2.0 TDI 140 BMT Match 2WD	£24925	138	150	17	1.6 D 02 Lux S	£29045	113	103	19	X60 5dr 4x4	Lovely, usable and attractive interior. A worthy Freelander rival	★★★★★	1.6 D 02 Lux S	£28645	161	126	29
2.0 TDI 177 BMT Line	£30470	177	120	28	2.0 TDI 140 BMT Escape 4WD	£27610	138	150	18	1.6 D 02 SE S	£27745	113	103	18	X70 5dr 4x4	Pleasant and predictable drive. Feeling of now	★★★★★	1.6 D 02 SE S	£37195	178	113	29
EOS 2dr cc	Pleasant and predictable drive. Feeling of now	★★★★★	2.0 TDI 177 BMT Line 4WD	£29755	151	151	23	1.6 D 02 R-Design Nav S-S	£28305	148	135	23	3.0 D 16 Design Lux Nav AWD	£34720	300	249	47					
1.4 TSI 160 Sport	£27610	158	157	24	TOUREG 5dr 4x4	Good value, and a great blend of comfort and defensiveness	★★★★★	2.0 D 03 R-Design Lux Nav S-S	£26505	148	135	23	3.0 D 16 SE S	£31660	178	117	28					
2.0 TSI 210 Sport	£29610	208	165	30	3.0 V6 TDV 204 SE	£43605	204	173	39	2.0 D 03 R-Design Lux S-S	£31795	134	114	25	2.0 D 16 SE S	£32460	178	117	28			
2.0 TDI Blue Tech Sp.	£28185	138	125	23	3.0 V6 TDV 204 R-line	£46605	204	173	40	2.0 D 03 R-Design Nav S-S	£30095	134	114	24	2.0 D 16 SE Lux S	£35160	178	117	29			
SCIROCCO 3dr coupé	A complete coupe. Entertaining, practical and stylish	★★★★★	3.0 V6 TDV 262 SE	£45405	258	174	42	2.0 D 03 SE Nav S-S	£28955	134	114	23	2.0 D 16 R-Design S-S	£32935	178	117	28					
1.4 TSI 125	£20735	123	125	22	3.0 V6 TDV 262 Escap	£45605	258	180	42	2.0 D 04 R-Design Lux Nav S-S	£33645	178	99	29	2.0 D 16 R-Design Lux S-S	£35560	178	117	29			
1.4 TSI 125 GT	£22585	123	125	23	CARAVELLE 5dr mpv	Rugged workhorse to carry people	★★★★★	2.0 D 04 R-Design Lux S-S	£32645	178	99	29	2.0 D 16 R-Design Lux S-S	£36360	178	117	30					
2.0 TSI 180	£22790	178	142	31	2.0 TDI 140 SE SWB	£36006	138	189	25	2.0 D 04 R-Design S-S	£31345	178	99	28	2.4 D 04 SE AWD S-S	£33190	178	138	32			
2.0 TSI 220 GT	£26125	217	142	37	2.0 TDI 140 SE 4Mot. SWB	£38484	138	206	26	2.0 D 04 R-Design Lux S-S	£32145	178	99	29	2.4 D 04 SE Lux AWD S-S	£35890	178	139	30			
2.0 TSI 220 R-line	£28195	217	139	37	2.0 TDI 140 SE 4Mot. SWB	£38190	138	189	23	2.0 D 04 SE Lux S-S	£30945	178	99	29	2.4 D 04 SE Lux AWD S-S	£36690	178	139	30			
2.0 TSI 280 R	£25280	276	187	42	2.0 TDI 140 Exec SWB	£38856	138	189	25	2.0 D 04 SE Nav S-S	£29945	178	99	28	2.4 D 04 R-Design AWD S-S	£34465	178	139	29			
2.0 TDI 150	£23455	148	109	27	2.0 TDI 140 Exec 4Mot. SWB	£41304	138	206	26	2.0 D 04 SE S	£28645	178	99	27	2.4 D 04 R-Design AWD S-S	£35265	178	139	29			
2.0 TDI 150 GT	£25305	148	109	28	2.0 BTD180 180 SE SWB	£38070	177	192	29	2.0 D 05 R-Design Lux Nav S-S	£35935	212	119	31	2.4 D 04 R-Design Lux AWD S-S	£37090	178	139	30			
2.0 TDI 184 GT	£26305	181	115	31	2.0 BTD180 180 SE AM SWB	£40926	177	208	31	2.0 D 05 R-Design S-S	£32895	212	119	31	2.4 D 04 R-Design Lux AWD S-S	£37890	178	139	30			
2.0 TDI 184 R-line	£28375	181	115	31	2.0 BTD180 180 SE LWB	£40254	177	192	30	2.0 D 05 SE Lux S-S	£33695	212	119	30	2.4 D 05 SE Nav AWD S-S	£35990	178	139	30			
PASSAT 5dr estate	Supremely well-executed family-sized prospect	★★★★★	2.0 BTD180 Exec SWB	£40920	177	192	30	1.6 T 3 Business Edition S-S	£21005	148	135	21	2.4 D 05 SE Nav AWD S-S	£38690	178	139	31					
1.6 TDI 120 S	£22320	118	105	15	2.0 BTD180 Exec DSG	£42840	177	199	30	1.6 T 3 SE S	£26005	148	135	22	2.4 D 05 R-Design Nav AWD S-S	£37265	178	139	31			
1.6 TDI 120 SE	£23460	118	105	12	2.0 BTD180 Business SWB DSG	£66622	177	214	38	1.6 T 3 D-SE	£27305	148	135	23	2.4 D 05 R-Design Lux AWD S-S	£39990	178	139	31			
1.6 TDI 120 SE Business	£24115	118	105	12	2.0 BTD180 Exec 4Mot. SWB	£67153	177	232	39	1.6 T 3 D-SE Business	£27145	113	103	17	XC70 5dr estate	Dull and unexceptional, but built to last	★★★★★	1.6 T 3 D-SE Business	£34400	161	139	30
1.6 TDI 120 GT	£25420	118	109	13	2.0 BTD180 Exec 4Mot. SWB	£43776	177	208	31	2.0 D 03 Business Edition S-S	£22395	134	114	22	2.4 D 05 SE Lux AWD S-S	£34470	178	117	28			
2.0 TDI 150 S	£23445	148	105	21	VOLVO	★★★★★	2.0 D 03 SE S	£27795	134	114	23	2.4 D 05 SE Nav S-S	£38350	161	139	30						
2.0 TDI 150 SE	£24585	148	106	19	V40 5dr hatch	New hatchback adds Swedish flavour to stock Ford platform	★★★★★	2.0 D 03 R-Design S-S	£30095	134	114	23	2.4 D 05 SE Lux S-S	£39285	121	139	30					
2.0 TDI 150 SE Business	£25240	148	106	19	1.6 D 120 ES	£19195	118	124	19	1.6 D 2 R-Design Lux Nav S-S	£33045	113	103	20	2.0 D 04 Business Edition S	£39285	121	139	30			
2.0 TDI 150 GT	£26645	148	109	19	1.6 D 120 ES	£19995	118	124	19	1.6 D 2 R-Design Lux S	£32045	113	103	19	with seriously impressive results	★★★★★	1.6 D 2 R-Design Lux S	£39285	121	139	30	
2.0 TDI 150 R-line	£27540	148	109	19	1.6 D 120 ES	£20720	118	124	19	1.6 D 2 R-Design Nav S-S	£30445	113	103	18	V60 5dr estate	Appealing cabin, nice looks and smooth drive. Too small	★★★★★	1.6 D 2 R-Design Nav S-S	£34000	161	139	30
2.0 TDI SCR 190 GT	£27895	187	107	24	1.6 D 120 SE	£21520	118	124	19	1.6 D 2 R-Design S-S	£29445	113	103	18	V60 5dr estate	Appealing cabin, nice looks and smooth drive. Too small	★★★★★	1.6 D 2 R-Design S-S	£34000	161	139	30
2.0 TDI 240 BTD1 SCR GT	£28890	187	107	23	1.6 D 120 SE	£23520	118	124	20	1.6 D 2 R-Design Lux S-S	£30445	113	103	18	V60 5dr estate	Appealing cabin, nice looks and smooth drive. Too small	★★★★★	1.6 D 2 R-Design Lux S-S	£34000	161	139	30
2.0 TDI 240 BTD1 SCR GT	£28465	187	107	23	1.6 D 120 R-line	£21495	118	124	19	1.6 D 2 R-Design Lux Nav S-S	£29245	113	103	18	V60 5dr estate	Appealing cabin, nice looks and smooth drive. Too small	★★★★★	1.6 D 2 R-Design Lux Nav S-S	£34000	161	139	30
PASSAT 5dr estate	Supremely well-executed family-sized prospect	★★★★★	1.6 D 120 R-line	£21495	118	124	20	1.6 D 2 R-Design Lux Nav S-S	£29245	113	103	18	V60 5dr estate	Appealing cabin, nice looks and smooth drive. Too small	★★★★★	1.6 D 2 R-Design Lux Nav S-S	£34000	161	139	30		
1.6 TDI 120 S	£22370	118	105	17	1.6 D 150 R-line	£23445	148	124	21	1.6 D 2 R-Design Lux Nav S-S	£32195	113	103	19	V70 5dr open	Very quick and fun	★★★★★	1.6 D 2 R-Design Lux Nav S-S	£34000	161	139	30
1.6 TDI 120 SE	£23780	118	105	17	1.6 D 150 SE	£21945	118	124	21	1.6 D 2 R-Design Lux Nav S-S	£29795	113	103	19	V70 5dr open	Very quick and fun	★★★★★	1.6 D 2 R-Design Lux Nav S-S	£34000	161	139	30
1.6 TDI 120 SE Business	£26790	148	109	17	1.6 D 150 SE	£25920	118	124	22	1.6 D 2 R-Design Lux Nav S-S	£32195	113	103	19	V70 5dr open	Very quick and fun	★★★★★	1.6 D 2 R-Design Lux Nav S-S	£34000	161	139	30
1.6 TDI 120 SE Business	£29445	187	109	23	1.6 D 180 R-line	£27240	177	129	26	2.0 D 04 R-Design Lux Nav S-S	£35145	178	103	29	V70 5dr open	1.6 D 180 R-line	★★★★★	2.0 D 04 R-Design Lux Nav S-S	£34000	161	139	30
2.0 TDI 190 SCR GT	£29445	187	109	22	1.6 D 180 R-line	£27240	177	129	26	2.0 D 04 R-Design S-S	£31345	178	103	28	V70 5dr open	1.6 D 180 R-line	★★★★★	2.0 D 04 R-Design S-S	£34000	161	139	30
2.0 TDI 190 SCR R-line	£30440	187	109	23	1.6 D 180 R-line	£27240	177	129	26	2.0 D 04 R-Design Lux S-S	£33445	178	99	29	V70 5dr open	1.6 D 180 R-line	★★★★★	2.0 D 04 R-Design Lux S-S	£34000	161	139	30
2.0 TDI 240 BTD1 SCR GT	£31675	237	140	28	1.6 D 180 R-line	£31700	251	189	35	2.0 D 04 R-Design Lux Nav S-S	£34100	178	103	28	V70 5dr open	1.6 D 180 R-line	★★★★★	2.0 D 04 R-Design Lux Nav S-S	£34000	161	139	30
2.0 TDI 240 BTD1 SCR GT	£31770	237	140	28	1.6 D 180 R-line	£34100	194	150	39	2.0 D 04 R-Design S-S	£31345	178	103	28	V70 5dr open	1.6 D 180 R-line	★★★★★	2.0 D 04 R-Design S-S	£34000	161	139	30
PHAETON 4dr saloon	Big V8 feels good now and	★★★★★	1.6 D 115 ES	£21195	113	115	15	2.0 D 04 SE Nav S-S	£29195	178	99	27	V70 5dr open	1.6 D 180 R-line	★★★★★	2.0 D 04 SE Nav S-S	£34000	161	139	30		
Biggest struggle to justify its price	★★★★★	1.6 D 115 ES	£21195	113	115	15	2.0 D 04 SE Nav S-S	£29195	178	99	27	V70 5dr open	1.6 D 180 R-line	★★★★★	2.0 D 04 SE Nav S-S	£34000	161	139	30			
vector is cheaper	★★★★★	1.6 D 115 SE Lux Nav	£24520	113	115	18</																

AUTOCAR TOP FIVES

Family saloons



1 Ford Mondeo

From £18,000

1 Still the saloon king. Practical, well priced, dynamically gifted and now very refined and pretty. All hail. ★★★★☆



Volkswagen Passat

From £19,000

2 Good enough to run the Mondeo close, but for all its quality and refinement, it doesn't appeal like the talented Ford. ★★★★☆



Mazda 6

From £19,000

3 A huge wheelbase and Skyactiv diesel engine make the 6 look like a steal. Shame interior quality hasn't caught up. ★★★★☆



Skoda Octavia

From £16,000

4 Skoda Octavia From £18,500
A lengthened wheelbase helps the Octavia go from also-ran to title contender. Price growth understandable. ★★★★☆



 Vauxhall Insignia

From £17,000

5 Vauxhall Insignia From £17,000
The Insignia will finish its life cycle a fundamentally better car than when it started. Latest Whisper diesel the best. ★★★★½



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ROAD TEST RESULTS

No one produces as thorough a judgement on a new car as Autocar. As well as acceleration, braking, fuel economy and noise tests, we carry out benchmark limit-handling tests, setting lap times if appropriate. But we don't just drive at the track, essential as it is for finding the limits of performance; we also drive on a wide range of roads. We aim to produce the most complete, objective verdict in the business, so you can be sure how good a car is. Where we have tested more than one model in a range, the rating is for the range overall; where a model within the range meets our coveted five-star standard, it is highlighted in yellow.

30-70mph Indicates overtaking ability through the gears
50-70mph Recorded in top gear (*kickdown with an automatic) and demonstrates flexibility
Fuel economy Prior to 7.1.15, figures are touring, recorded over a set road route, and test average. From 7.1.15 on, figures are average and extra-urban, to the What Car?/True MPG standard
Braking 60-Omph Recorded on a high-grip surface at a test track
Mph/1000rpm Figure is the speed achieved in top gear

ALFA ROMEO

	MITO	3dr hatch	★★★★★
1.4 Cloverleaf	136	7.9	21.1
1.4 2WD	168	184	23.2
1.4 4WD	36/42	1265	7.4.10

ALPINA

	B3 BITURBO	4dr saloon	★★★★★
B3 Biturbo	155	4.7	10.3
4WD	3.8	6.8	2.9
0-60mph	404	443	41.5
0-100mph	27/35	1610	29.8.13

ARIEL

	ATOM	Odr open	★★★★★
V8	170	3.0	5.7
0-60mph	1.9	3.7	2.55
0-100mph	475	268	16.4
0-200mph	21/37	650	10.8.11

ASTON MARTIN

	V8 Vantage	2dr coupé	★★★★★
V8 Roadster	175	5.2	12.0
0-60mph	3.6	7.9	2.7
0-100mph	380	302	26.0
0-200mph	17/22	1713	25.4.07

AUDI

	A1	3dr hatch	★★★★★
1.4 TFSI Sport	126	8.4	22.4
0-60mph	8.9	12.8	2.2
0-100mph	120	148	30.2
0-200mph	34/43	1165	10.11.10

BMW

	NEW A4	4dr saloon	★★★★★
2.0 TD S-line	147	8.4	22.2
0-60mph	7.3	11.2	3.1
0-100mph	187	295	37.1
0-200mph	45/50	1940	4.11.15

BENTLEY

	CONTINENTAL	2dr coupé	★★★★★
GTC V8	187	4.5	10.8
0-60mph	3.9	2.8	500
0-100mph	487	27.4	18/27
0-200mph	2470	4.4.12	

BMW

	1 SERIES	3dr/5dr hatch	★★★★★
116d ED Plus	124	10.2	30.0
0-60mph	10.0	17.3	-
0-100mph	114	199	37.7
0-200mph	54/60	1395	27.5.15

CATERHAM

	SEVEN	2dr roadster	★★★★★
160	100	8.4	-
0-60mph	8.7	6.0	2.1
0-100mph	168	184	39/45
0-200mph	490	20.11.13	

CHRYSLER

	300C	4dr saloon	★★★★★
3.0 Executive	144	7.3	21.1
0-60mph	7.5	*4.5	2.6
0-100mph	236	399	38.8
0-200mph	30/34	2040	29.8.12

CITROËN

	C3	5dr hatch	★★★★★
1.4 VTR+	114	10.8	4.1
0-60mph	9.1	11.0	14.4
0-100mph	2.9	94	100
0-200mph	20.9	39/48	-

CLOUDSTER

	DS3	5dr hatch	★★★★★
1.6 THP 150	133	7.6	41.9
0-60mph	7.1	10.0	2.7
0-100mph	154	177	29.8
0-200mph	36/45	1200	33.10

CLOUDSTER

	C4	5dr hatch	★★★★★
2.0 HDi Excl.	129	8.5	25.2
0-60mph	7.9	9.2	3.15
0-100mph	148	251	34.2
0-200mph	43/49	1470	5.1.11

CLOUDSTER

	DS5	5dr hatch	★★★★★
2.0 HDi 160	134	9.1	26.5
0-60mph	8.7	11.0	2.9
0-100mph	161	251	40.1
0-200mph	42/55	1660	18.4.12

CLOUDSTER

	DS5	5dr hatch	★★★★★
1.6 HDi 90	99	14.7	-
0-60mph	16.7	14.0	2.9
0-100mph	90	159	26.6
0-200mph	38/47	1580	8.10.08

CLOUDSTER

	DS5	5dr hatch	★★★★★
1.6 HDi 90	117	14.6	2.9
0-60mph	17.1	15.3	2.6
0-100mph	90	159	26.6
0-200mph	38/47	1580	8.10.08

CLOUDSTER

	DS5	5dr hatch	★★★★★
1.6 HDi 90	117	14.6	2.9
0-60mph	17.1	15.3	2.6
0-100mph	90	159	26.6
0-200mph	38/47	1580	8.10.08

CLOUDSTER

	DS5	5dr hatch	★★★★★
1.6 HDi 90	117	14.6	2.9
0-60mph	17.1	15.3	2.6
0-100mph	90	159	26.6
0-200mph	38/47	1580	8.10.08

CLOUDSTER

	DS5	5dr hatch	★★★★★
1.6 HDi 90	117	14.6	2.9
0-60mph	17.1	15.3	2.6
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0-200mph	38/47	1580	8.10.08

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	DS5	5dr hatch	★★★★★
1.6 HDi 90	117	14.6	2.9
0-60mph	17.1	15.3	2.6
0-100mph	90	159	26.6
0-200mph	38/47	1580	8.10.08

CLOUDSTER

	DS5	5dr hatch	★★★★★
1.6 HDi 90	117	14.6	2.9
0-60mph	17.1	15.3	2.6
0-100mph	90	159	26.6
0-200mph	38/47	1580	8.10.08

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	DS5	5dr hatch	★★★★★
1.6 HDi 90	117	14.6	2.9
0-60mph	17.1	15.3	2.6
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CLOUDSTER

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1.6 HDi 90	117	14.6	2.9
0-60mph	17.1	15.3	2.6
0-100mph	90	159	26.6
0-200mph	38/47	1580	8.10.08

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1.6 HDi 90	117	14.6	2.9
0-60mph	17.1	15.3	2.6
0-100mph	90	159	26.6
0-200mph	38/47	1580	8.10.08

CLOUDSTER

	DS5	5dr hatch	★★★★★
1.6 HDi 90	117	14.6	2.9
0-60mph	17.1	15.3	2.6
0-100mph	90	159	26.6
0-200mph	38/47	1580	8.10.08

CLOUDSTER

ROAD TEST RESULTS

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	Braking 60-0mph	Power (hp)	Torque (lb/ft)	Mph/1000rpm	Mpg/test/fuelling	Weight (kg)	TEST DATE	Make and Model	Top speed	0-60mph	0-100mph	30-70mph	Braking 60-0mph	Power (hp)	Torque (lb/ft)	Mph/1000rpm	Mpg/test/fuelling	Weight (kg)	TEST DATE	Make and Model	Top speed	0-60mph	0-100mph	30-70mph	Braking 60-0mph	Power (hp)	Torque (lb/ft)	Mph/1000rpm	Mpg/test/fuelling	Weight (kg)	TEST DATE
EVORA 2dr coupé ★★★★☆	162	5.4	13.0	4.7	8.2	2.3	276	258	27.8	24/33 1382	26.8.09	NOTE 5dr hatch ★★★★☆	106	12.6	—	13.4	20.3	2.9	79	81	21.8	42/54 1036	9.10.13												
Evora 2+2	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26 1430	30.3.11	PULSAR 5dr hatch ★★★★☆	118	10.9	35.5	10.8	13.1	2.9	108	192	35.7	50/57 1307	12.11.14												
EXIGE S 2dr coupé ★★★★☆	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30 1176	3.4.13	1.5 dCi-tec 5dr hatch ★★★★☆	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46 1230	3.11.10												
Exige S	175	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27 1975	2.2.08	LEAF 5dr hatch ★★★★☆	134	6.9	17.2	6.0	7.2	2.5	197	184	23.8	31/39 1295	22.5.13												
GRANTURISMO 2dr coupé ★★★★☆	177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27 1975	2.2.08	Nismo RS	137	7.5	18.7	6.0	9.0	3.2	215	207	23.9	34/35 1341	11.3.15												
GRANCABRIO 2dr open ★★★★☆	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22 2085	14.7.10	QASHQAI 5dr hatch ★★★★☆	91	10.9	—	11.4	7.3	2.8	107	207	8.7	320Wh/m 1545	27.4.11												
GHIBLI 4dr saloon ★★★★☆	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40 1835	12.3.14	1.5 dCi 2WD 5dr hatch ★★★★☆	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56 1365	19.2.14												
Diesel	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40 1835	12.3.14	X-TRAIL 5dr hatch ★★★★☆	112	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48 1550	13.8.14												
MAZDA	155	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22 2085	14.7.10	370Z 2dr coupé ★★★★☆	155	5.4	12.8	4.7	9.9	2.4	326	270	30.5	26/34 1508	29.7.09												
2dr hatch	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55 1050	22.4.15	GT-R 2dr coupé ★★★★☆	113	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28 1775	6.5.09												
5dr hatch	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60 1470	4.12.13	Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28 1775	6.5.09												
5dr hatch	111	12.5	—	13.4	11.1	2.9	113	199	31.3	35/40 1555	16.2.11	NOBLE	225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25 1305	14.10.09												
6dr saloon/5dr estate	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56 1480	23.1.13	M600	225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25 1305	14.10.09												
MX-5 2dr open ★★★★☆	127	8.4	24.8	7.9	14.7	3.3	129	111	24.5	46/49 1050	29.1.15	PEUGEOT	208	3/5dr hatch	★★★★☆	14.2	—	14.5	9.1	2.9	81	87	21.2	41/45 1080	18.7.12										
CX-5 5dr hatch	110	10.3	34.7	10.3	10.3	—	104	199	34.8	59/60 1275	22.7.15	308 3/5dr hatch ★★★★☆	143	6.5	16.1	5.8	6.7	2.9	205	221	25.6	41/42 1160	11.2.15												
CX-5 5dr hatch	110	10.3	34.7	10.3	10.3	—	104	199	34.8	59/60 1275	22.7.15	GT 2dr coupé ★★★★☆	118	10.1	32.6	10.4	13.9	3.0	114	199	38.5	48/59 1395	15.1.14												
2dr Sport Nav	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55 1575	13.6.12	508 SW estate	225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25 1305	14.10.09												
MC LAREN	650S	2dr coupé/roadster	★★★★☆	138	8.9	23.8	9.0	10.1	2.5	134	221	37.1	48/58 1475	7.1.12	2008 3/5dr hatch	172	4.7	11.4	4.2	14.2	2.9	311	266	40.3	25/32 1420	27.6.12									
650S	2dr coupé/roadster	★★★★☆	138	8.9	23.8	9.0	10.1	2.5	134	221	37.1	48/58 1475	7.1.12	CAYMAN 3dr coupé ★★★★☆	145	5.9	13.6	5.1	8.2	2.7	271	214	23.9	29/34 1385	24.4.13										
P1	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/—	—	7.5.14	GT4	183	4.6	10.0	3.5	6.0	2.5	380	310	25.5	28/— 1340	23.9.15											
MERCEDES-AMG	C63 4dr saloon	★★★★☆	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25 1715	3.6.15	911 2dr coupé ★★★★☆	174	4.8	11.7	3.2	4.2	2.9	345	288	32.8	21/35 1445	7.3.12										
C63	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25 1715	3.6.15	GT3 RS	180	4.8	10.3	3.5	6.0	2.5	380	310	25.5	28/— 1340	23.9.15												
GT 2dr coupé	197	2.8	5.2	2.2	6.0	2.3	173	309	35	20/29 1715	29.7.15	5008 5dr MPV ★★★★☆	174	4.8	11.7	3.2	4.2	2.9	345	288	32.8	21/35 1445	7.3.12												
S	193	3.6	7.8	2.8	5.5	2.5	503	479	34.7	20/29 1715	29.7.15	GT3 R	180	4.8	10.3	3.5	6.0	2.5	380	310	25.5	28/— 1340	23.9.15												
MERCEDES-BENZ	A-CLASS 5dr hatch	★★★★☆	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25 2070	3.12.14	PORSCHE	BOXSTER	2dr convertible	★★★★☆	174	4.7	11.4	4.2	14.2	2.9	311	266	40.3	25/32 1420	27.6.12							
A-CLASS 5dr hatch	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25 2070	3.12.14	CAYMAN 3dr coupé ★★★★☆	165	5.9	13.6	5.1	8.2	2.7	271	214	23.9	29/34 1385	24.4.13												
A200 CDI Sport	130	8.9	28.3	9.0	10.1	2.5	134	221	37.1	48/58 1475	7.1.12	911 2dr coupé ★★★★☆	183	4.6	10.0	3.5	6.0	2.5	380	310	25.5	28/— 1340	23.9.15												
A45 AMG	168	4.2	11.5	4.3	4.5	2.8	355	322	38.1	27/37 1555	14.8.13	GT3 RS	183	4.6	10.0	3.5	6.0	2.5	380	310	25.5	28/— 1340	23.9.15												
B-CLASS 5dr MPV ★★★★☆	155	4.5	9.6	3.4	6.8	2.7	134	221	37.8	20/52 1495	29.2.12	911 2dr coupé ★★★★☆	183	4.8	10.3	3.5	6.0	2.5	380	310	25.5	28/— 1340	23.9.15												
C-CLASS 4dr ★★★★☆	185	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51 1700	23.7.14	CARRERA	180	4.8	10.8	3.8	11.7	2.3	345	288	32.8	21/35 1445	7.3.12												
C-CLASS 4dr ★★★★☆	185	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51 1700	23.7.14	TARGA	182	4.3	9.8	3.6	15.0	2.4	394	325	37.9	21/29 1578	18.6.14												
CLA 4dr coupé/5dr estate	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54 1525	22.6.13	TURBO	197	3.0	7.1	2.6	6.8	2.6	552	553	37.9	20/31 1605	8.1.14												
CC200 CDI Sport	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54 1525	22.6.13	GT3 R	193	3.4	7.8	2.8	6.9	2.4	493	339	24.2	20/28 1495	19.8.15												
CLA 4dr coupé/5dr estate	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54 1525	22.6.13	5008 5dr MPV ★★★★☆	174	4.8	10.3	3.5	6.0	2.5	380	310	25.5	28/— 1340	23.9.15												
GT 2dr coupé	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54 1525	22.6.13	5008 5dr hatch ★★★★☆	174	4.8	10.3	3.5	6.0	2.5	380	310	25.5	28/— 1340	23.9.15												
GT 2dr coupé	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54 1525	22.6.13	5008 5dr hatch ★★★★☆	174	4.8	10.3	3.5	6.0	2.5	380	310	25.5	28/— 1340	23.9.15												
GT 2dr coupé	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54 1525	22.6.13	5008 5dr hatch ★★★★☆	174	4.8	10.3	3.5	6.0	2.5	380	310	25.5	28/— 1340	23.9.15												
GT 2dr coupé	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54 1525	22.6.13	5008 5dr hatch ★★★★☆	174	4.8	10.3	3.5	6.0	2.5	380	310	25.5	28/— 1340	23.9.15												
GT 2dr coupé	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54 1525	22.6.13	5008 5dr hatch ★★★★☆	174	4.8	10.3	3.5	6.0	2.5	380	310	25.5	28/— 1340	23.9.15												
GT 2dr coupé	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54 1525	22.6.13	5008 5dr hatch ★★★★☆	174	4.8	10.3	3.5	6.0	2.5	380	310	25.5	28/— 1340	23.9.15												
GT 2dr coupé	143																																		

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FORD FOCUS RS



WEEK 47
RANGE ROVER VOGUE



WEEK 46
BMW M6 GRANCOUPE



WEEK 45
BMW X5 M SPORT



WEEK 44
AUDI RS6 AVANT

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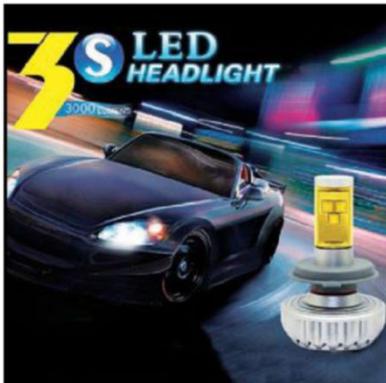
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